

1945

Inventory of Postwar Possibilities and Needs City of Sebring, Florida

George W. Simons Jr.

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March 10, 1945.

Honorable Mayor and Members of the
City Council,
Sebring, Florida.

Dear Sirs:

In August, 1943, the writer was retained to do two pieces of work for your Honorable Body, (1) Prepare a Zoning Map and Ordinance, and (2) Make an Over-All Inventory or Study. The first phase was completed and approved by the Council in February, 1944.

I now have the honor to present to you a report covering the second phase - Overall Inventory, which outlines certain post war capital improvements Sebring can consider.

It has been a privilege and pleasure to have served Sebring and from these suggestions I hope constructive progress will be made in the future.

I want to thank especially Mr. Hasti and his fine associates in the City Offices for their fine cooperation and courtesy in supplying information as needed. It was a genuine pleasure to work with them.

Respectfully submitted,

GWS:EBB

GENERAL

"Post war planning" is currently the most widely discussed of all subjects, and rightly so; on the well founded plans of today rests the security and peace of tomorrow. In every channel of human activity, individuals and organizations are seeking ways and means to span more readily the gap from an economic status of war to one of peace.

During the period of war the whole economic, industrial and social fabric of the country has been disrupted and distorted by forces that have created many and diverse problems unknown to pre-war days. Those cities wherein the impact of war activities have been most acute, the deficiencies and weaknesses of the city's structural and service pattern were discovered early. Since 1940 most of them have experienced substantial population increases to congest the already inadequate housing and service facilities. Altho some facilities and utilities were expanded to meet the increasing demands, others suffered from hard and excessive use and the ravages of deterioration. Streets laid out for horse and buggy days, utilities burdened by excessive loads and obsolescence, inadequate playground and recreation facilities, outmoded and crowded public schools and other public buildings are just a few of the deficiencies that have confronted the war impacted city.

Accompanying the intense and sudden population growth came new service and commercial establishments beyond the essential prewar needs. To accomodate a fraction of the in-migrants new and additional housing facilities were also provided to further tax the normally burdened utility and administrative services of the city.

These varied activities and experiences made people think more about the needs of their cities. They saw at once that most cities just grew, a succession of subdivision after subdivision. The immediate needs were usually met but no plans

were ever developed to create a future balance and wholesomeness. People are exercise beginning to see that the ~~excuse~~ of a little foresight and judgment today may avoid embarrassment in the future. Then too people are realizing that cities should be made for human beings to live in and not human beings for cities to exist for. Wholesome, well balanced, orderly and attractive cities are better places to live in. In them people are more contented and happy and such places are more progressive, attractive and prosperous.

War impacted cities are currently confronted with two big problems, one of rehabilitating by repair or replacement, worn out obsolete or inadequate capital assets and providing additional ones, and second, that of utilizing all the available resources at their command to maintain and continue the existing economic level and stability. Such momentous problems require study and planning. The former will necessitate a capital improvements program to give employment while the latter will explore new possibilities and opportunities productive of new commercial or manufacturing enterprises sufficient to maintain an ever-increasing population. This will prevent the creation of a ghost city.

According to economists, serious repercussions can be avoided after the war by maintaining a high level of income and employment comparable to that experienced during the war years. To provide essential work to maintain such a comparable economic level is partly the task of local government - cities and towns, within the range of their financial abilities. To that end the federal government has been urging cities to study their respective problems and develop constructive programs of useful work that will primarily provide jobs and secondarily enable the city to correct or remedy many of the structural deficiencies previously referred to - an opportunity to acquire needed capital improvements in accord with its ability to finance and pursuant to a priority of necessity.

It is not improbable that the federal government will enact legislation to

assist communities that are looking ahead and planning. Already bills to accomplish these ends have been introduced into the Congress. And it is also within the realm of possibility that those cities having crystallized ideas will be in the more advantageous position to benefit from such legislation.

Sebring is one of the war impacted cities of Florida. Overnight its available housing facilities were absorbed and new dwellings had to be provided. Municipal services and utilities adequate to serve the needs of normal times were suddenly taxed beyond their capacities. The water supply, electric and gas utilities were expanded and improved to meet the new conditions but the streets, sewers and administrative services were not expanded or improved to a degree commensurate with the in-migration of new people and businesses. Streets were subjected to tougher treatment than the paving surface was designed for resulting in much destruction and deterioration. Sewers were overloaded and the treatment of sewage was inadequate. The refuse collection and disposal services were most heavily taxed and the incinerator unable to efficiently handle the load.

As a result of the war activity in the vicinity, Sebring is faced with two major problems - one of rehabilitating and restoring its worn out utilities and services and providing additional ones and second, locating and establishing new enterprises and businesses sufficient to retain and extend the city's increased orderly population. On the order disposition of these problems will largely determine the future course of Sebring.

The City Council of Sebring is to be commended for thinking ahead at this time, for making a realistic diagnosis and study of their community, its problems, needs and possibilities and after such an evaluation of the several problems, preparing a program of procedure and developing plans essential to their solution.

OVER ALL INVENTORY

This report is not a comprehensive plan altho in some respects it does reflect many of the fundamental qualities of one. Instead, it is an over all inventory of the community. Annually, a business concern "takes stock" - makes an inventory to ascertain a condition as of a given date. A doctor in diagnosing the ills of a patient "takes stock". In this instance the patient is the city and this inventory is a diagnosis of the city and its ills, with recommendations (prescriptions) for treatment because, in the final analysis, the objective is to make the patient well and vigorous.

From this study or inventory penetrating practically every phase of the city's life, a list of desirable capital improvement projects has been developed. Obviously such a list of capital improvements by itself means little but when a priority of necessity is assigned to each of several projects the list as a whole becomes more meaningful, but even then their arrangement must be adjusted into the fiscal pattern of the city on a basis of ability to finance.

This inventory presents therefore a picture of how the city of Sebring came into being, the forces that contributed to its growth and development, the effect of the war activities on the city and finally a statement and discussion of needs. And in presenting a picture of future improvements the needs of the immediate present are made subservient to the needs of a new future.

Sebring has been a gracious host to the thousands of young men and women since the establishment of Hendricks Field. Sebring hopes a great percentage of these trainees will return to make their homes and start business careers here. To do this however, to become a city economically able to accomodate the many who may want to return, Sebring must enhance its attractiveness and be a desirable place to live and work in. And most important - Sebring must explore and create new

industrial and business opportunities to hold people. In realization of this necessity, this study discusses the future place of Sebring in the economy of its tributary area and state, what can be done to give Sebring an added payroll and enhance its importance as a tourist center, also as a center of industry.

Capitalizing on its available resources, Sebring may create wealth and industry and so maintain the gains made during this war period. Sebring can go ahead or relapse to its prewar state; which course it takes depends on the enterprise and resourcefulness of its people.

HISTORICAL

Sebring was founded in 1912 by the late George O. Sebring of Ohio, who envisioned a city of homes in an attractive, healthful environment. The original plat as prepared by the late J. W. Turner, Engineer, was filed as the "Map of the Town of Sebring" in old DeSoto County at Arcadia in April, 1913. This was prior to the creation of Highlands County in 1921. The Sebring Real Estate Company was designated on the initial plat as "owners, proprietors and dedicators". It is of historical interest to insert here that on the file plat appear the words, "The Hub of the South" which imparts some idea what the developers then thought of their venture.

In 1912 the development of the "Ridge" country was just getting under way. Sebring at its southern extremity was then quite inaccessible and isolated; not until several years later (1917-1918) did Sebring have access to a railroad and altho roads of a kind made it accessible to the outside a complete system of highways as now understood did not follow until the twenties. Since then the city has grown steadily and substantially.

GOVERNMENT

The Town of Sebring was first incorporated in 1913. In 1923 it became a city

and in 1925 the corporate area was greatly expanded but in 1929 and 1943 this area was successively contracted to its present limits. The city currently has a corporate area of about nine square miles, of which six square miles is water.

According to its Charter, Chapter 14371 (No. 807) adopted June 8, 1929, by the Florida Legislature in Extraordinary Session, the administration of Sebring is vested in a Mayor and City Council of five persons, a City Clerk and Treasurer, City Tax Collector, three City Tax Assessors and a Chief of Police, all of whom are elected except the Chief of Police who is appointed by the Mayor with the advice and consent of a majority of the City Council.

The charter also provides for the appointments of a City Attorney, Superintendent of Public Works, a Director of Entertainment, Chief of the Fire Department and the heads of other departments, such as water, lights, streets, all of whom shall be employees, all appointed by the Mayor with the advice and consent of a majority of the City Council, except department heads who are chosen by the Council. Legislative powers are conferred upon the Council which shall meet at least once monthly. The City Council is responsible for the operation and maintenance of the city thru the several departments. The city offices are centrally located at the corner of the Circle and Commerce Street in a building formerly occupied by a bank. Council Chamber is in the rear of the administrative offices.

GEOGRAPHY - TOPOGRAPHY

Location is often an influential and decisive factor in shaping the life, growth and attractiveness of a city. Some cities have attained their importance as strategic transportation centers (Chicago, Saint Louis, Jacksonville), some as commercial, manufacturing and distribution foci (Indianapolis, Dayton, Orlando, Atlanta) and others as centers of tributary agricultural, recreational and scenic regions (Denver, Saint Petersburg, Miami). Sebring is one of the latter cities.

The founders chose a site for their city, the natural scenic resources of which would be increasingly alluring to homeseeker and visitor alike. Few cities have a more appealing natural site which alone can be capitalized advantageously in the future development of the city.

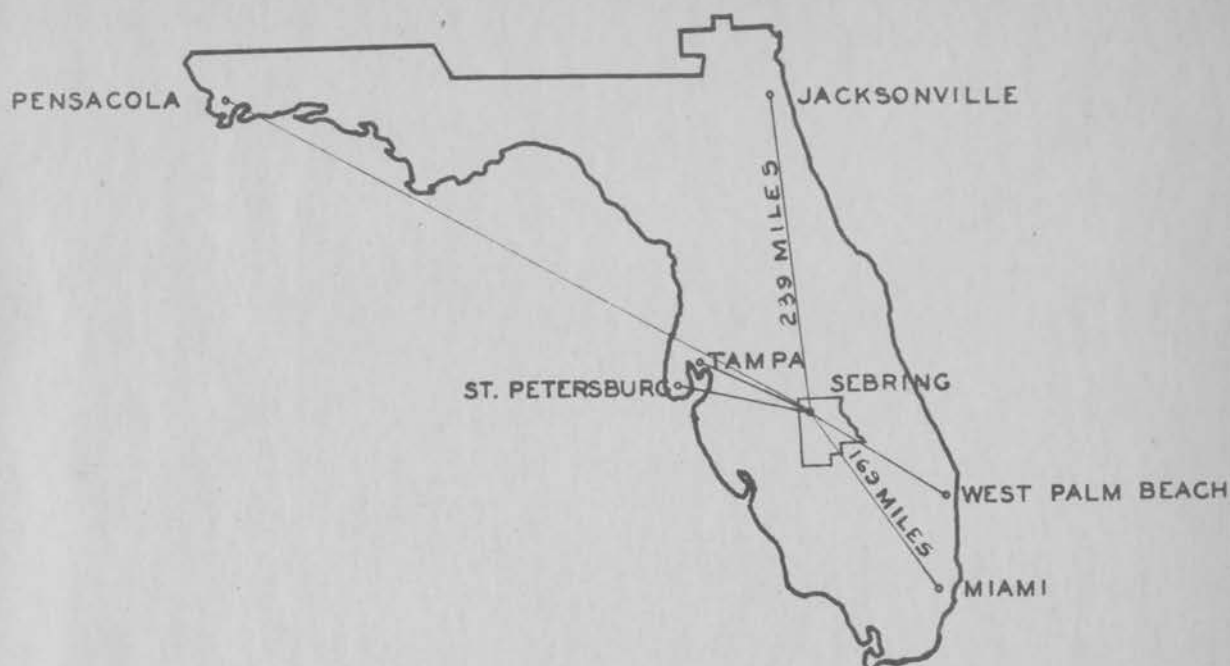
On the creation of Highlands County in 1921 Sebring became the county seat. Geographically it is located midway on a line drawn east and west between the Atlantic Ocean and the Gulf of Mexico, about 66 miles east of Bradenton and about the same distance west of Fort Pierce (Diagram 1).

Topographically Sebring is 141 feet above sea level. Located toward the southern extremity of the "Ridge" country, the surrounding terrain is rolling and dotted with lakes which contribute greatly to its natural scenic beauty. The city is built around the shores of Rex Beach Lake and also partially within the city area is Dinner Lake.

The Atlantic Coast Line Railroad, Haines City to Clewiston division, and Seaboard Railway, Jacksonville to Miami division, meet at Sebring, giving the city and its tributary area good freight, passenger and express service to all parts of the country. Both railroads also provide service to Tampa. The Florida Motor Lines afford frequent bus transportation to the vast Everglades country to the south and to the lower east coast, also to Tampa, Haines City, Orlando and Jacksonville. As a transportation center, Sebring is now well supplied with facilities and services.

Sebring is also accessible to all sections of Florida by a network of excellent State and County highways. State Road No. 8 extending from Haines City southward to Okeechobee and the east coast, connecting with other state highways affords Sebring excellent trucking outlets. Currently a new super highway from the northern part of Florida to Miami is projected thru Sebring and improved roads are

SEBRING HIGHLANDS COUNTY FLORIDA

SOIL RESOURCES OF SELECTED COUNTIES

	<u>HIGHLANDS</u>	<u>OKEECHOBEE</u>	<u>GLADES</u>	<u>HENDRY</u>	<u>POLK</u>
Area (Acres)*	698,240	487,040	480,000	738,000	1,220,480
Number farms in County	855	216	93	179	10,683
Acres in Farms (1941)	335,511	79,176	38,220	224,164	500,000
Acres in Groves	13,000	-	-	-	82,000
Acres in Timber	7,800	1,546	363	400	115,000
Acres in Improved Pasture	3,201	1,734	819	512	8,478
Acres Out-over Pasture	262,874	23,483	761	57,220	300,595
Acres in Vegetables**	450	600	1,150	1,350	1,050
Stock Cattle (All Grades)	45,368	35,147	39,101	14,631	-

*Information from Statistical Report
 Commissioner of Agriculture
 State of Florida

**Information from State Marketing Bureau

being projected and built into the Tampa area. The latter improvements will place Sebring considerably less than one hundred miles southeast of Tampa.

Sebring is now 239 miles south of Jacksonville, 54 miles south of Haines City, 169 miles north of Miami, 94 miles west of Fort Pierce via Okeechobee and 91 miles southeast of Tampa. Within a radius of fifty miles of Sebring is a population of about 50,000 people and such prominent cities as Avon Park, Lake Wales, Winter Haven, Bartow, Arcadia, Wauchula, Okeechobee and Haines City.

Sebring lies in the midst of a vast citrus producing, packing and canning region also at the gateway of the county's fastest developing and growing cattle cattle producing section. It is a tributary area of vast natural resources which have not yet been fully explored. Its possibilities for dairying, dairy feed, meat packing and the leather industries are very encouraging.

A well located city has many advantages providing the location presents a combination of possibilities contributing to a diversification of interests and activities. Sebring by virtue of its accessibility, its proximity to the center of the citrus and cattle industry and its charm of environment is in an excellent position to intensify and build up its tourist business and also encourage the location here of several smaller industries adaptable to this region.

LAND SUBDIVISION DEVELOPMENT

Since the original plat of the "Town of Sebring" was filed in 1913 the corporate area has expanded to its present pattern, subdivision by subdivision. The greatest number of subdivisions and the principal development of the city has been confined to the east side of Rex Beach Lake, altho subdivisions have been platted around the shore of the entire lake. In the developed area on the east side of the lake are found the central commercial, residential and cultural nucleus of the region. The period of most intensive and active subdivision development was that

TABLE 1LAND SUBDIVISION PRACTICES

1. Map Town of Sebring - DeSoto County - J. W. Turner, Engineer. April, 1913.
Lots 3 & 8 of Sec. 29 and parts of Lots 2, 4, 7 of Sec. 29 and part of Sec. 38; N. line cuts thru Lot 6, Blk. 95 and S. line cuts thru Lot 6 Blk. 91.
2. Eighth Add't. to Town of Sebring. Comprising parts of Govt. lots 4-7 in Sec. 29 - T 345; R 29E. J. W. Turner, Engineer. October 31, 1921.
Boundary: Eucalyptus on south, alley east of Commerce between Eucalyptus and Orange thence Orange Street to east side Fern Leaf, thence northerly to alley south of Pine thence southwesterly along alley to intersection with alley southwest of Oak, thence alley this alley to Eucalyptus.
3. Sebring Heights. Filed October 27, 1921.
Highlands Development Company, Inc., Blks. A-P (except I).
4. Sunset Beach. Designed by A. D. Taylor, Cleveland. March, 1923.
Lot 72 on west, lot 12 on north, thence lots 12-1 to Kenilworth. Lots on lake west of Lakeview Drive across street from lots 1-12 and facing lake not included.
5. Subdivision - irregular tract - being all Blk. 71 and part of Blks. 67, 75, 76, 83, 84 Town of Sebring. January 21, 1924.
Lots 11-15 in Blk. 67; Lots 5-16, Blk 75; Lots 10-18 Blk 76; Lots 6-40, Blk. 83; Lots 12-17 Blk. 84.
6. Sunset Point. Property B. C. Bars. Filed April 3, 1924.
7. Lakeview Place. Geo. E. Sebring Company. Filed September 12, 1924.
Blk. 119, Lots 1-5; All Blks. 121, 108, 107, 114, 113, 112, Lots 1-17 in Blk. 115; Lots 1-7 in Blk. 20; Lots 1-10 Blk 106; All Blks 109, 110, 111.
8. Palmhurst. Filed December 9, 1924. Sebring Development Company, H. O. Sebring, President.
Lots 16-23 Blk. 41; Lots 9-16 Blk. 37. All Blks 51, 40, 56, 52, 68, Lots 1-8 Blk. 66, Lots 1-9 Blk 67.
9. Country Club Addt. Filed February 20, 1925.
Lots 1-67 Blk. 4A.
10. Sunset Heights on Dinner Lake - Lots 1-40. Filed March 19, 1925.
11. Lake View Addt. Filed February 17, 1925.
Sebring Real Estate Company, H. O. Sebring, President.
12. Woodlawn Terrace. Filed April 3, 1925.
All Blks 196, 197; Lots 5-11 in 191; Lots 6-13 Blk. 192. All Blk. 193.
13. Kenilworth Park. Designed by A. D. Taylor. Filed August 7, 1925.
Lots 19-24 Blk. 88; Lots 1-t & 13-18 in Blk. 88 B; Lots 18-31 Blk 87. All Blks. 87 A, 87 B, 88 C.

14. Sebring Heights (apparently refiled). August, 1925.
15. Jackson Heights. Jackson Heights Corporation. Filed September 9, 1925.
Area between State Road 8 and Dinner Lake and between Olive Street and Claudia Avenue.
16. Hillcrest Heights. Filed September 15, 1925.
All Blks. 400-415 and easterly half Blks. 416 and 417. Area south of Kenilworth Avenue to Muriel and between Douglas & Altwater.
17. Sebring Gardens. Filed September 14, 1925.
Area between Scenic Highway and Laurel Street, Rialto Avenue & Ramona Avenue in property.
18. Orange Park. Filed October 14, 1925.
Blks. 428-431 & 433; State Road 8 on north and Pleasant Avenue extends north and south thru plat; Myrtle & Josephine Streets cross east and west.
19. Jackson Heights. Refile October 22, 1925.
All Blks. 253 & 254; 23 lots in former & 30 in latter.
20. Buena Vista Manor. Filed November 2, 1925.
Lots facing both sides Beverly Avenue from State Road 8 south. Blks. 431-433 and Blks. 470-472.
21. Suniland. Filed December 5, 1925.
All Blks. 135-139, inclusive between State Road 8 and Ridgewood & Lake Drive.
22. Lakewood Terraces. Filed December 23, 1925.
Lakewood Development Corporation, L. F. Hardee, President.
23. Resubdivision. Filed January 12, 1926.
Blks. 3-4 between SAL, Pear Street & Grapefruit Street.
24. Congress Heights. Filed January 9, 1926.
Blks. 473-482. Lies all in Govt. Lot. 2 Sec. 19 T 34 S R 29 E.
25. Sebring Summit. Filed October 26, 1925.
All Blks. 426-429; Lots 1-6 Blk. 430; Blk. 431; Lots 3-25 Blk. 176 C; Lots 5-56 Blk. 176B; Lots 6-52 Blk 176 A; Lots 19-40 Blk. 176.
26. Kenilworth Park. Replat filed. January, 1926.
27. Sebring Plaza. Filed February 3, 1926.
Area north of Dinner Lake between Scenic Highway & lake & on both sides "The Plaza". Lots 1-7 in Blk. A; Lots 1-7 Blk. B.
28. Sebring Summit - Unit No. 1. Filed February 4, 1926.
Sebring Highlands Company.
29. Denise Court. Filed February 10, 1926.
Blks. 148-149-223-174. Cornelia Avenue & Josephine cross. Cornelia extends south from State Road 8.

30. Highland View. Filed February 18, 1926.
Blks. 1020-1023; Area extends from County Road east to Couch Street.
31. Lakewood Terraces. Filed January, 1925.
Area bounded by 13th Street on south; Fifth Avenue on north; Page Street on east and Dunn Avenue on west. Blks; 116-118; 143-145; 146-148; 54, 55, 80.
32. Lakewood Terraces. Filed March 1, 1926.
33. Belmont. Filed February 13, 1926.
Coast Line on west - Kenilworth on south - lots facing Highland Avenue on east and LaSalle Street on north.
34. Highland Towers. Filed October, 1925.
Govt. Lot 2 Sect. 25 Blks 1 & 0 of Lake Jackson Blvd. S/D in Sec. 24 7 25 T 34 S R 28 E. Blks. 418-427. Highland Road thru property from Lake Jackson.
35. Alta Vista Manor. Filed December 9, 1925.
Blks. 204, 515, 514, 208, 209, 513. Kilwinning Avenue extends south from State Road 8 crossing Josephine & Myrtle Avenue.
36. Cherokee Place. Filed March, 1926.
Area between ACL & State Road 8. Blks. 432, 519, 256.
37. A S/D. Filed March 27, 1926.
38. Englewood Park. Filed April 15, 1926.
E. H. Sebring Development Company.
39. Colored School Addt. Filed February 16, 1927.
Area between County Road on east; Harris Street on west, Lamon on south and Zion on north.
40. Highland View Addt. Filed 1940.
Blk. 1024-25
41. Sebring Shores. Filed January 29, 1942.
Sebring Homes, Incorporated.
42. Addt. to Colored School Addt. Filed April 21, 1942.
Tropical Securities, Incorporated. Area between Harris Street and County Road and north of Zion Avenue - all of Blk. 539.
43. Sebring Shores Addt. Filed April, 1942.
Sebring Homes, Incorporated.
44. Second Addt. to Colored School Addt. Filed October 19, 1943.
Area south of Grove Avenue between Harris and Zephyr Road
45. Sixth Addt. to Town of Sebring. Filed February, 1920.
Sebring Real Estate Company, H. O. Sebring, President.
All Blk. 86, 89 and Lots 9-16 in Blk. 85; Lots 19-24 in 81.

46. 2nd, 3rd and 4th Addts. to Town of Sebring. Filed January, 1915.
Sebring Real Estate Company. Lots 11-14 Blk. 35; Blk 5; Lots 13-15 Blk. 41; Lots 9-14 Blk. 51; Lots 9-11 Blk. 56; Lots 11-13 Blk. 66; Lots 9-14 Blk. 72; Lots 9-14 Blk. 73; Lots 9-14 Blk. 78; Lots 9-15 Blk 81; all Blks. 79, 80, 64, 65, 57, 50. Lots 1-4 Blk 75; Lots 1-7 Blk. 76; Lots 1-5 Blk. 83; Lots 1-5 Blk 84, Fourth Addt. Third Addt.: Lots 1-10 Blk. 97; Lots 1-16 Blk 98; Lots 1-5 Blk. 96; Lots 5-12 Blk. 95.
47. Dinner Lake Suburb - Lake View Tract. Filed September, 1913.
Sebring Real Estate Company, George A. Sebring, President.
No statement on Plat as to when filed. It is a complete layout and includes plats previously filed.
48. First Addt. to Town of Sebring. Filed May 15, 1913.
Blks. A & B; Blks 3-6; Blks 16-17; Area between Pomegranate to Grapefruit and ACL and Dinner Lake. Also area between Grapefruit and Fig and Pear and Hellene.
49. Fifth Addt. to Sebring.
50. Lake Jackson Boulevard S/D. Filed February, 1920.
All lake property from Harden Hall to Sebring Heights.
51. Woodlawn Terrace. Filed September 3, 1926.
52. Golf View Addt. Filed April, 1925.
53. Recreation Park Addt. Filed June 16, 1925.
54. Sebring Highlands. Filed March, 1925.
55. Assembly Point in Lake View Park. Filed April 1, 1925.

during 1925 and 1926 when at least thirty separate and distinct subdivision plats were filed as shown in the foregoing tabulation (Table 1).

The original plat of the "Town of Sebring" established the pattern of future development. From a central focus at the highest point above Rex Beach Lake (the Circle) the budding townsite was laid out with its lake front boulevard, radial and circumferential streets. The street and roadway widths and lot dimensions prescribed in that initial plat furnished a precedent for all subsequent subdivision design. Altho the railroads slightly disrupted a uniform extension of the original radial and circumferential pattern, they did not prevent the design of subdivisions that in the main adjusted themselves into the pattern as a whole.

An examination and study of all subdivisions, exclusive of the lake front properties, discloses that of more than 2,000 lots only 345 have lot widths less than fifty feet, the remainder are greater than fifty feet. Fifty feet therefore is the predominant lot width and one hundred fifty feet, the predominant lot depth. These facts were decisive in defining the zoning ordinance adopted by the Council in February, 1944.

In the original land pattern that set a precedent for the whole, Ridgewood Avenue, the principal business street, was made eighty feet wide thruout the city to Lakeview Drive, a very wise and commendable procedure. Center Street, from the Circle to Lake View Drive was also made eighty feet wide but sixty feet wide from the Circle eastward. Unfortunately Lake View Drive thruout its length was made only sixty feet wide, which has been a deterrent to necessary roadway widening. Altho some of the principal streets have widths of sixty feet, the prevailing street width is fifty feet. Table 2. shows widths of various streets in the city pattern.

Street widths are measured from property line to property line within which

area the roadways, sidewalks and parkways or planting strips are located. Eighteen feet is the prevailing roadway width thruout the city, which obviously gives a roomy planting area but in many cases a very restricted traffic and parking area. Street and roadway widths will be discussed further in another section.

TABLE 2

STREET WIDTHS

(PROPERTY LINE TO PROPERTY LINE)

	<u>FROM</u>	<u>TO</u>
<u>40 FEET</u>		
Franklin Street	Pine Street	Bay Street
Franklin Street	Park Street	Pine Street
Tangerine Avenue	SAL Railway	City Limits
Lincoln Avenue	SAL Railway	City Limits
Booker Avenue	Harris Street	City Limits
Washington Avenue	Harris Street	County Road
Zion Avenue	Harris Street	County Road
Harris Street	Lemon Avenue	Zion Avenue
Olive Street	State Road 8	Lake Drive
Claudia	State Road 8	Lake Drive
<u>50 FEET</u>		
Ta-ses-chee	Hiawatha	Nan-cess-owee Avenue
All streets in	Lake View Place	except Lake View Drive
All Streets in	Sebring Summit No. 1	
Hawthorne Drive	State Road 8	City Limits
All streets in	Woodlawn Terrace	except State Road 8
Greenwood Drive	State Road 8	Lake Drive
Lucerne Drive	State Road 8	Lake Drive
Palm Drive	State Road 8	Lake Drive
Evanston	Hawthorne	Lake Drive
All streets in	La Paloma	
Nasturtium Avenue	Pine Street	Eucalyptus
Violet Avenue	Orange Street	Eucalyptus
Rose Avenue	Mango	Eucalyptus
Palmetto Avenue	Orange	ACL Railroad
Fern Leaf Avenue	Pine Street	ACL Railroad
Magnolia Avenue	Ridgewood	ACL Railroad
Oak Avenue	Ridgewood	Bay Street

FROMTO50 FEET

Persimmon Avenue	Hickory	Kenilworth
Poinsettia Avenue	Pine Street	Kenilworth
Park Street	Lake	Maple Avenue
Maple Avenue	Commerce	Eucalyptus
Pomegranate Avenue	Lake View	State Road 8
Grapefruit Avenue	Lime Street	City Limits
Lime Street	Park Street	Grapefruit Avenue
Lemon Avenue	Mango	City Limits
Hyacinth	Orange	Eucalyptus
Eucalyptus Street	Hiawatha	Lake View
Orange Street	Maple	Poinsettia
Mango Street	Ridgewood	Magnolia
Hickory Street	Oak	Magnolia

60 FEET

All streets in	Sebring Highlands	
All streets in Lake View	Place, Addition except Ta-ses-chee	
All streets in	Sebring Summit	except Hawthorne
State Road No. 8	City Limits	Ridgewood
Lake View Drive	entire length	
Sunniland Drive	State Road 8	City Limits
Center Street	Circle	City Limits
Pine Street	Park Street	Lake View Drive
Bay Street	Lake View Drive	Poinsettia
Hickory Street	Lake View Drive	Oak Street
Ridgewood Avenue	Circle	Lake View
Commerce Avenue	Park Street	ACL Railroad
Grand Avenue	County Road	City Limits
Park Street	Pine	Lake

70 FEET

Leta Avenue	State Road 8	Lake Drive
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80 FEET

Ridgewood Avenue	Circle	Lake Drive
Center Avenue	Circle	Lake View Drive

GROWTH AND DEVELOPMENT

From its beginning in 1912, only thirty-three years ago, Sebring has grown from a village of a few hundred to a thriving city of nearly eight thousand in 1944. The U. S. Census of 1940 gave Sebring a population of 3,155 but subsequently after the establishment of an army air base, Hendricks Field, located about six miles south of the city the population doubled. Due to its favorable climatic conditions and excellent quality of its water supply Sebring has annually attracted thousands of winter visitors but during the past several winters the tourist influx has been at a minimum. The following tabulation shows how the population of Sebring has increased since the State Census of 1915.

TABLE 3

<u>YEAR</u>	<u>POPULATION</u>	<u>INCREASE</u>
1915	398	--
1920*	812	414
1925	1,841	1,029
1930*	2,912	1,071
1935	3,194	282
1940*	3,155	- 39
1944	8,000	5,000

*Federal Census

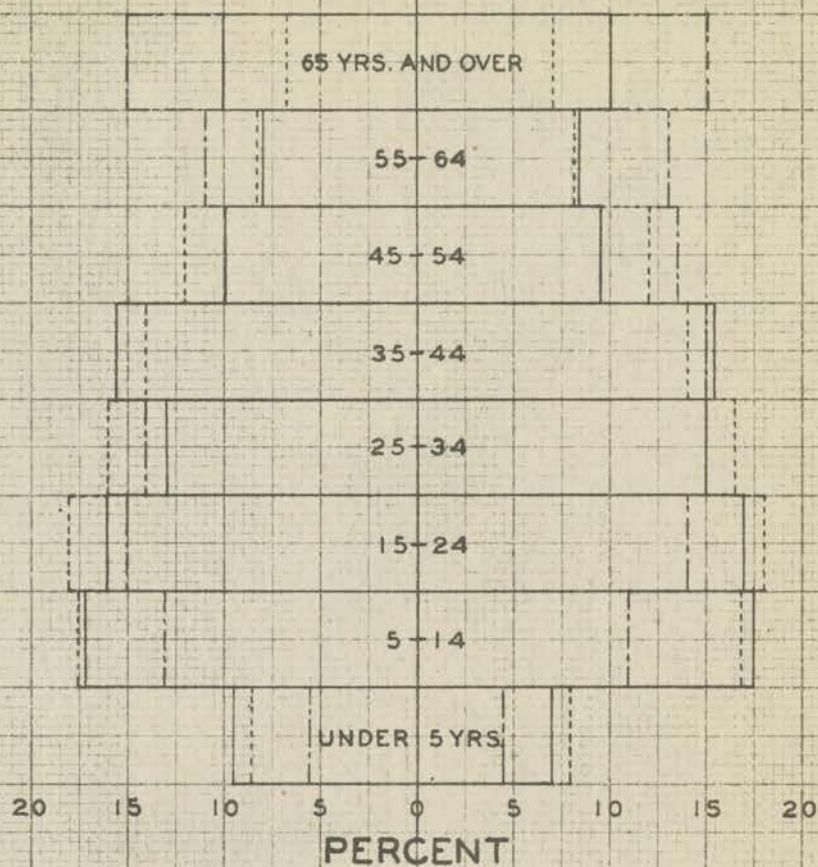
Following the boom of 1925 Sebring suffered reverses as did every other Florida city. The depth of the depression was reached between 1935 and 1940 when finally the city effectuated a refunding agreement with its creditors. Since that time Sebring has been progressing rapidly.

The 1940 population was divided as follows:

Native White	2,321	Male	1,084
		Female	1,237
Foreign Born White	98	Male	44
		Female	54
Negro	736	Male	356
		Female	380

MALES

FEMALES



----- UNITED STATES

—— SEBRING

- · - · - ST. PETERSBURG

AGE GROUPING OF POPULATION

1940

CITY OF SEBRING, FLA.

(ALSO UNITED STATES AND ST. PETERSBURG)

The age groupings of the 1940 population as pictured in Diagram 2 reveal Sebring as a community of older matured people. Because this record was made prior to war it is probably representative of normal conditions. Included on the Sebring graph are similar data for the United States as a whole and for Saint Petersburg, Florida. A comparison reveals that the percentage of males and females over sixty-five years of age in Sebring is greater than for the country as a whole while for the younger age groups - 15-24 and 25-34, Sebring is less than the percentage of the nation as a whole. In the case of Saint Petersburg, as might be expected the percentages of males and females over sixty-five years of age is greater than at Sebring and those in the younger age groups are less. This situation is explainable by the fact that many of the residents of Sebring are of the older, retired group who have migrated from the frigidty of the north. Sebring with its mild winters, excellent water and scenic beauties will continue to attract citizens of this older group but then too citizens of the younger age groups should be brought in. To hold its own and prosper in a country that is fast reaching a stabilized population, Sebring must become attractive to those of the younger generations. Special plans should now be formulated and efforts expended to hold as many as possible of the young people who have been resident in the area for war training. It may even be advisable to make a donation of city owned lots to induce many to return to Sebring, establish businesses and live. Sebring has opportunities which should be explored by many energetic younger people.

The population of Sebring has always been engaged in those labors incident to farming or agriculture, servicing agriculture, also in the usual commercial and professional services common to the smaller cities. According to the Census of 1940 some 958 people in Sebring were engaged as follows:

TABLE 4

<u>OCCUPATIONAL STATUS</u>	<u>MALE</u>	<u>FEMALE</u>
Professional workers	53	45
Semi-professional workers	5	3
Farmers & farm managers	20	1
Proprietors, managers & officials	107	23
Clerical, sales & kindred workers	96	47
Craftsmen, foremen	93	1
Operatives & kindred workers	69	11
Domestic service workers	18	62
Service workers, except domestic	55	44
Farm laborers (wage workers)	73	--
Laborers, except farms	120	1

This division of labor has changed somewhat since 1940. More laborers are in the area, additional businesses and service establishments.

HOUSING

The principal portion of Sebring east of the lake, it has been noted, is subdivided into some 3,700 lots of which more than 2,800 (75%) are vacant and undeveloped. All of these lots are located in recorded subdivisions, accessible to the central business district, schools, churches and recreation areas. Practically all are accessible to streets and can readily be developed.

Since the Federal Housing survey of 1940 there has been considerable home building activity in Sebring. 296 dwelling units have been constructed primarily to accomodate those identified with the war activities; of these 193 are units operated by the Sebring Housing Authority. 73 are located along Lake View Drive

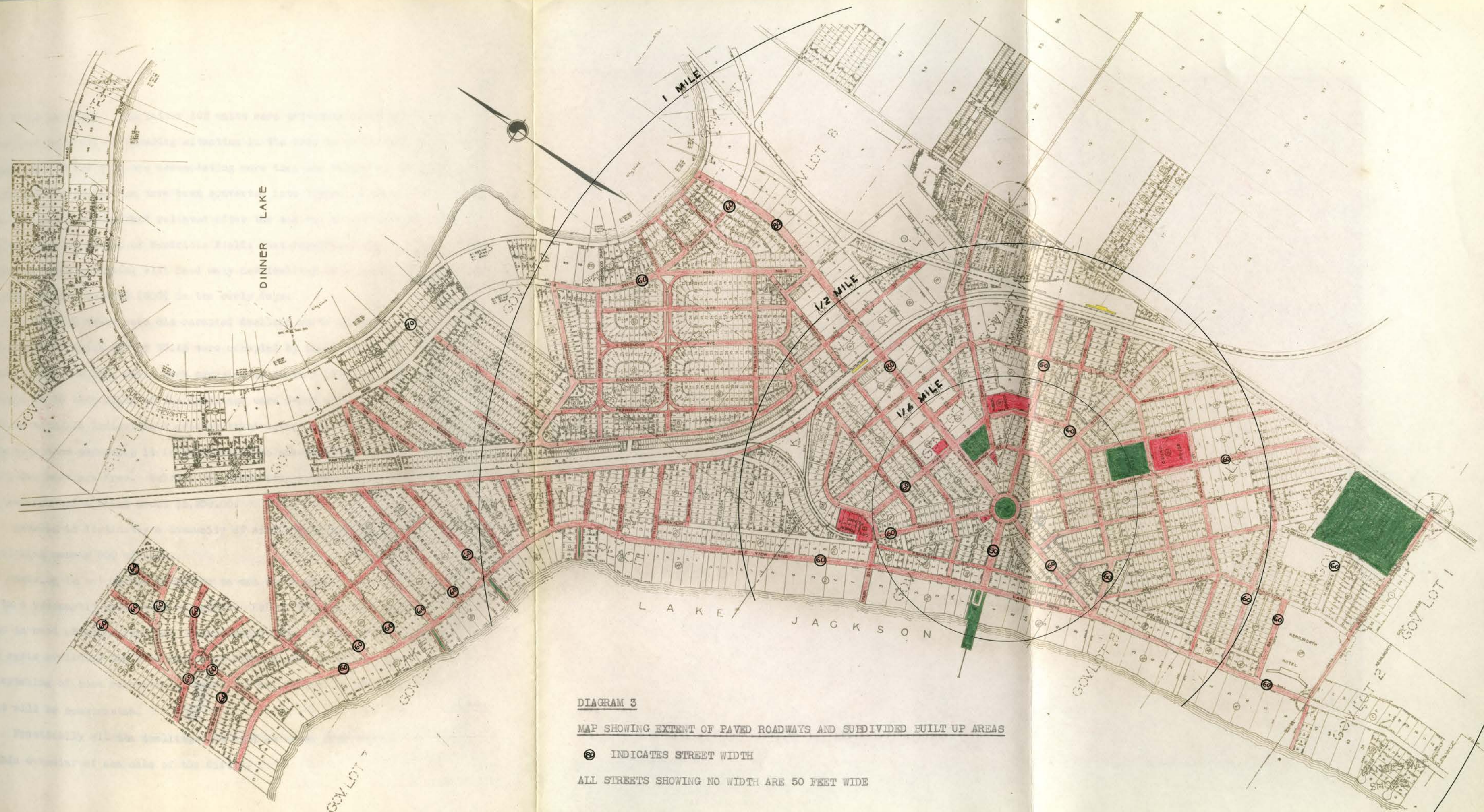


DIAGRAM 3

MAP SHOWING EXTENT OF PAVED ROADWAYS AND SUBDIVIDED BUILT UP AREAS

⊗ INDICATES STREET WIDTH

ALL STREETS SHOWING NO WIDTH ARE 50 FEET WIDE

and 30 in Woodlawn. The latter 103 units were privately developed. Despite this added construction the housing situation in the area is still very acute. Many homes thruout the city are accomodating more than one family and quarters not primarily for family use have been converted into living quarters. This congested condition will be somewhat relieved after the war but to what extent depends on the future disposition of Hendricks Field. But regardless what is done with Hendricks Field, Sebring will need many new dwelling units after the war, probably as many as five hundred (500) in the early days.

As of 1940 there were 814 occupied dwelling units in Sebring (648 white and 166 negro) of which 435 or 53.4% were occupied by their owners (373 white and 62 negro). 379 dwelling units were occupied by tenants (275 white and 109 negro). Whereas in 1930 37.7% of the dwellings were owner occupied in 1940 53.4% were so occupied indicating a greater trend toward home ownership. And in connection with home ownership it is interesting to note that 312 of 435 owner occupied units are mortgage free. Sebring has never been a community of expensive homes, the average value being about \$3,300.00.

Sebring is distinctly a community of single family dwellings, the 1940 survey disclosing nearly 800 of such.

Sebring is not an old community so one would expect all its dwelling units to be in a reasonably good state of repair. But of 740 dwelling units, 213 were in 1940 in need of major repairs. Consequently after the war when critical materials are again available the home owners of Sebring will probably launch into a huge undertaking of home renovation, remodeling and repair, in addition to the new homes that will be constructed.

Practically all the dwellings, it will be noted from Diagram 3, are located within a radius of one mile of the Circle.

With a goodly supply of well located subdivided property available Sebring should look towards home building and renovation as one of its major post war problems.

STREET SYSTEM

The street system of the community is the structural framework around which the community grows and develops. It is analogous to the steel framework of a building, each member of which has a particular function to perform.

Similarly, the several streets comprising the street system of the city have functions of relative importance to perform, some more important than others. These are for instance (1) Primary, (2) Secondary and (3) Access Streets.

Primary arteries or streets are principal heavy duty traffic ways into and thru cities; Secondary arteries are traffic ways of major importance extending from one part of the corporate area to another - inter-neighborhood streets while Access streets are those extending from Primary or Secondary arteries into neighborhoods or other parts of the city. It is obvious from such a functional classification that all streets and roadways need not be of the same width and quality of construction.

Primary arteries should preferably be wide streets with wide roadways. The quality of paving surface on primary arteries should be durable and heavy duty. Secondary arteries should likewise have relatively wide streets and roadways but the paving surface can be less durable because loads are usually not as heavy. Access streets are less wide and the pavements of lighter quality for lighter traffic loads.

Currently there are about 35 miles of improved, surfaced roadways in Sebring, much of which has suffered considerably from non-use while other sections have suffered from too much use. The latter is particularly true of Ridgewood Avenue,

Lake View and Orange Avenues. Ridgewood Avenue has been relaid within the past year so is in a much better state of repair today. The heavy traffic of army trucks has had its effect on some of these streets. Most of the street surfacing in Sebring was installed during the boom era of 1925-1926.

As stated elsewhere the basic Sebring street pattern can be classified structurally as of the radial-circumferential type. By means of radials the central business district is readily and directly accessible from any given part of the city and the circumferential streets afford easy access from one section of town to another without passing thru the congested business district.

Evaluating the pattern of streets as a whole the following should be classified as Primary Arteries: State Road No. 8, Ridgewood Avenue, Center Street, Commerce Street, Orange Street, Lake View Drive and Kenilworth Avenue. The roadways of these streets should be paved at least 36 feet wide with durable, heavy duty paving. The following circumferential streets are also of importance, and should be paved with a desirable, heavy duty surface at least 28 feet wide and preferably 36 feet - Park, Maple, Eucalyptus Streets; Pomegranate, Orange and Pine Streets.

The following streets should be classified as Secondary Arteries: Lemon, Mango, Maple, Streets; Rose, Magnolia, Fern Leaf, Oak, Poinsettia, Pomegranate and Hawthorne Avenue extended. These roadways should be widened ultimately to 24 to 28 feet.

The following table reflects the lineal footage and square yardage of traffic way that should be reconstructed over a period of time.

The State Road Department has taken over State Road No. 8 for maintenance and reconstruction. Already the assumption of this responsibility by the State has resulted in considerable improvement along Ridgewood Avenue particularly.

TABLE 5
SUGGESTED ROADWAY WIDENINGS
ON PRINCIPAL STREETS

<u>STREET</u>	<u>ULTIMATE ROADWAY WIDTH</u>	<u>FROM</u>	<u>TO</u>	<u>FEET (LINEAL)</u>	<u>SQUARE YARDS OF PAVEMENT</u>
Lakeview*	36	Hiawatha	Kenilworth	10,535	42,306
Mango	24	Ridgewood	Magnolia	1,485	4,000
Pine*	36	Park	Lake View	4,130	16,520
Orange*	36	Ridgewood	Palmetto	2,497	10,000
Orange	24	Maple	Ridgewood	680	1,800
Orange	24	Palmetto	Poinsettia	1,835	5,000
Commerce*	36	Circle	Eucalyptus	1,827	7,309
Commerce	24	Eucalyptus	ACL	1,250	3,400
Center*	36	Circle	SAL	1,862	7,500
Park*	36	Lakeview	Maple	1,765	7,000
Maple*	36	Park	Eucalyptus	250	1,000
Eucalyptus*	36	Maple	Lake View	6,979	28,000
Lenox	24	Mango	City Limits	2,600	7,000
Pomegranate	24	Lakeview	Eucalyptus	2,314	6,200
Kenilworth*	24	Lakeview	ACL	2,141	5,700
Hawthorne	24	State Road 8	Lakeview	2,523	6,700
*Heavier duty than others				44,673	159,435
Total heavy duty*					125,335
Total light duty					34,100

Many of the existing street surfaces are badly in need of repair, some in need of a complete resurfacing. It might be advisable for the city to investigate the economy of purchasing a road repair outfit to expedite and economize on street repairs and maintenance after the war. Much of the major repair work could be done by city crews.

In one particular Sebring is very fortunate. The land use pattern of the entire corporate area has been established by Zoning. Practically all of the land in the corporate area has been platted and much of it subdivided so there will be little need for new subdivision developments in the future to accomodate new home-seekers. Vacant, undeveloped, yet platted lands can absorb several thousand new people, about 12,000 to 15,000.

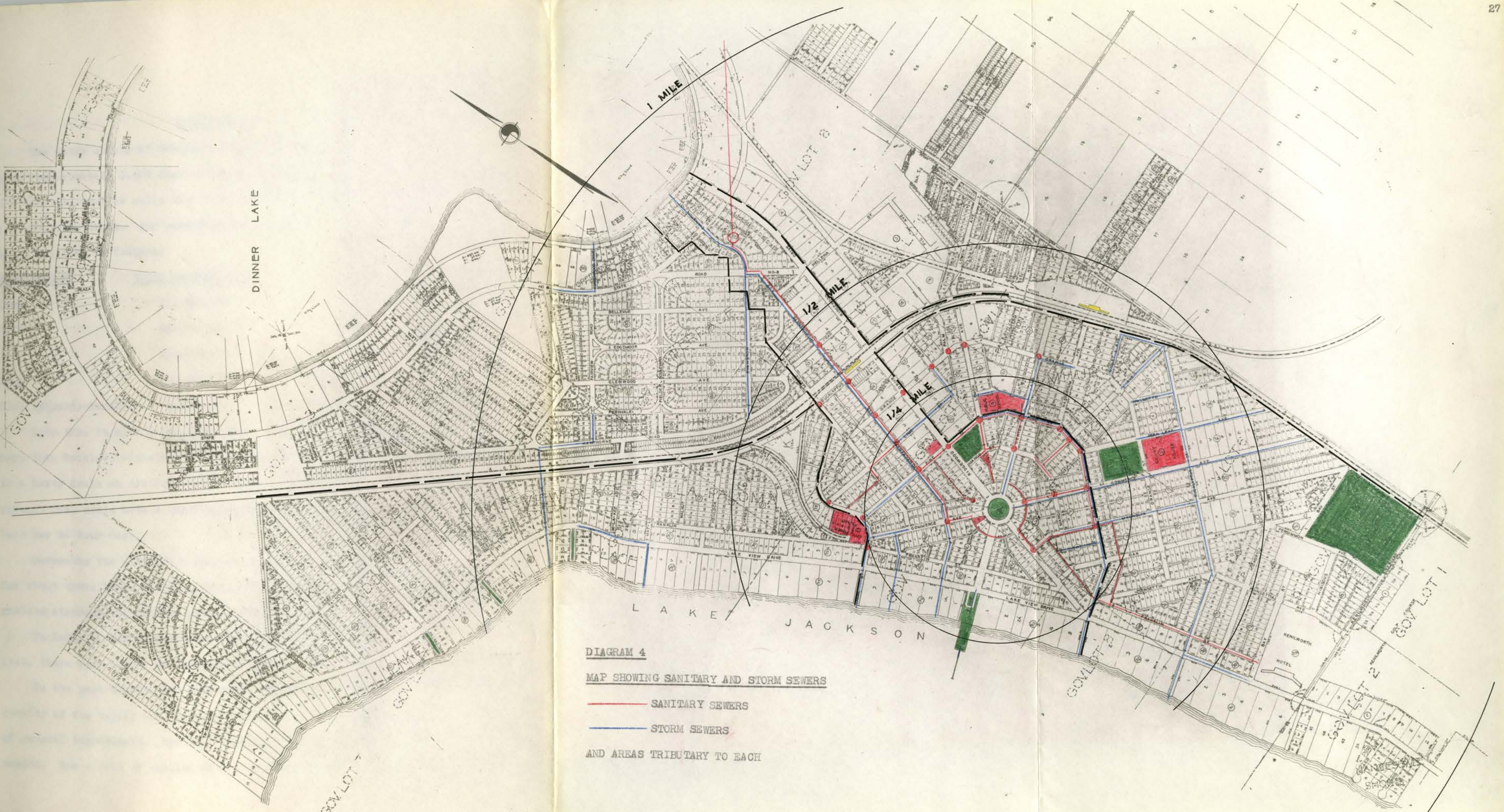
In addition to what has already been stated about Primary, Secondary and Access streets the following should be given early attention.

Orange Avenue has been designated a truck by-pass route thru the city from Ridgewood Avenue to Kenilworth. The roadway of this street should be widened and difficult intersections at Palmetto Avenue be eased. The section east of the Atlantic Coast Line right of way should also be paved. Altho much of the traffic now using State Road 8 thru the city will ultimately be diverted to the new highway on the west side of the lake, Orange Avenue will doubtless command enough thru traffic to justify its improvement.

Hawthorne Road should be extended thru Block 176 C, across the ACL right of way into Shon-tee Avenue thereby adding an additional cross town secondary artery from State Road 8 to Lake View Drive. This would give the residents on the east side of the tracks easier access to the Rex Beach lake front.

Lake View Boulevard should be converted into one of the outstanding scenic boulevards of Florida. It should have a right of way around the lake of at least eighty (80) feet and preferably one hundred (100) feet and be paved with a substantial but not heavy duty pavement (except in sections to be taken over by the State Road Department) at least twenty-four (24) feet wide all around the lake. And at selected spots on property owned by the city between the highway and lake, park, recreation, picnic grounds should be established. The entire roadway should be suitably planted with shrubs and controlled for the sake of beauty.

In addition to the aforementioned improvements to the major street system there are a number of access streets that should be repaved or resurfaced, especially in the colored quarters east of the tracks.



WATER SUPPLY

The water supply of Sebring is currently derived from two twelve inch wells each approximately 1,200 feet in depth and cased to rock at about 450 feet. There are also two shallow wells each of about 300 feet in depth. These wells have served the city as a whole. For several years past the annual and daily average pumpage of water has been as follows:

<u>YEAR ENDING</u>	<u>TOTAL GALLONS PUMPED</u>	<u>AVERAGE DAILY (GALLONS)</u>
1934	111,396,200	312,224
1941	247,000,000	439,251
1942	194,170,000	530,000
1943	276,850,000	758,493
1944 (January-March)	64,000,000	705,000

From this it will be observed that since 1934 the annual water pumpage has more than doubled; since 1941 it has increased about 73 per cent. Obviously this is a heavy drain on the underground supply through limited pumping capacity. The present deep wells have a rated capacity of 300 gallons per minute (865,000 gallons per 24 hour day).

Currently the city has a storage capacity of only 250,000 gallons - a storage for about three hours of the average day. This storage is divided between 100,000 gallons elevated and 150,000 gallons ground.

In January, 1933, there were 756 water connections in Sebring; as of March, 1944, there were 1,234, an increase of 63 per cent in the ten year period.

In the past Sebring has been noted for its water supply facilities - the quality of the supply and quantity available. But today the facilities are in need of general improvement. New and additional wells and storage capacity are badly needed. For a town of smaller size - as Sebring was in the thirties - the present

facilities may be adequate for some time but not for a growing city. A water supply of good quality and ample quantity for domestic and fire supply is imperative. The present supply is not adequate and its improvement should be one of the earliest made by the city.

According to the Standard Schedule of Grading Cities and Towns of the National Board of Fire Underwriters a city of 5,000 population should be able to provide 2,250 gallons per minute for a duration of nine hours. This would require 1,215,000 gallons of water. The wells of Sebring at the combined storage facilities could not produce this.

In addition to the improvements to the source of supply and storage there should be some extensions to the distribution system for fire protection purposes. Extensions should be made in the "quarters", along State Road 8 and Pasadena Avenue. A six inch line should be extended to the Trailer Camp also across to Lake View Drive.

STORM SEWERAGE

The extent of the present storm sewerage facilities are outlined in Diagram 4. Generally speaking the topography of Sebring is such that any part of the city can drain into lakes on either side of the railroads - Rex Beach or Dinner Lake. There are a few isolated low spots that might have to be extended into existing sewers or be carried to the lake direct.

SEWERAGE AND SEWAGE DISPOSAL

During 1924 P. H. Norcross, Engineer, designed a sanitary sewerage and sewage system for Sebring, which was installed during 1926. The population of the city was then about 2,000. Previous to that time individual septic tanks were widely used, many of which still serve in areas not accessible to the sewerage system.

The sewerage system is rather restricted in its area of application including more particularly that central portion of the city circumscribed by Pine Street and Pomegranate Avenue. The greater part of the developed area of the city is unserved, more particularly described as all that area between Pine Street and the Atlantic Coast Line right of way. Except for those land parcels tributary to the outfall line along Pomegranate Avenue, none of the corporate area east of the tracks is accessible to sewerage. Neither are there any sewers north of Park Street west of the railroad. Yet despite these large unsewered areas the present system does afford service to the more thickly developed and populated part of the city. Diagram 4 shows the area that is currently accessible to and served by sewers.

The present sewerage system consists of eight, ten, twelve and fifteen inch lines with two pumping plants in the system. Sewage from the Kenilworth Inn flows thru an eight inch line along Franklin Street to a pumping station at the intersection of Franklin and Poinsettia. This station elevates the sewage to a gravity line at Magnolia Avenue and Pine Street. The remainder of the system is of gravity flow to the second or main pumping station located on a plot in Sunniland subdivision, east of Evanston Street between State Road 8 and Sunniland Drive. From this main pumping station an eight inch cast iron force main extends to the sewage treatment plant on a site east of the developed area and cemetery.

From the following table (Table 6) it will be noted that the depth of cut or

excavation varies from about four to fourteen feet, the latter where the fifteen inch line extends under the Atlantic Coast Line right of way along Pomegranate Street.

TABLE 6
SURFACE AND INVERT ELEVATIONS
AND DEPTH OF CUT

<u>LOCATION OF MANHOLES AT INTERSECTION</u>	<u>ELEVATION OF</u>		<u>DEPTH OF CUT</u>	<u>DIAMETER OF LINE IN INCHES</u>
	<u>SURFACE</u>	<u>INVERT</u>		
Alley & Center	104*	99.7*	4.3	8
Center & Mango	102	97.9	4.1	8
Center & Pine	100.7	95.6	5.1	8
(drop manhole)	100.7	93.4	7.3	8
Alley & Commerce	104	99.3	4.7	8
Commerce and Mango	102	98.07	3.93	8
Commerce & Pine	100.7	96.6	4.1	8
Commerce & Pomegranate	96	92.3	3.7	8
Pine and Magnolia	103	97.7	5.3	8
Ridgewood & Magnolia	105	100.2	4.8	10-8
Pear and Pomegranate	100	86.32	13.68	15
Eucalyptus & Pomegranate	100	87.25	12.75	15
Orange & Pomegranate	95.5	88.01	6.49	15
Lime & Pomegranate	94	88.78	5.22	15
Pine & Pomegranate	94	89.5	4.5	15
Ridgewood & Pine	101	90.62	10.38	12
Lemon & Pine	99	91.8	7.2	10
Center & Pine	100	93.42	6.58	10
Nasturtium & Pine	102	94.54	7.46	10
Rose & Pine	102	95.03	6.97	10
Fernleaf & Pine	102	95.98	6.02	10
Commerce & Pine	101	96.58	4.42	10
Magnolia & Pine	103	97.70	5.3	10

The sewage disposal plant is a duplicate unit alternating action single story settling tank, primary treatment only. The effluent from the tanks flows across a low lying area and finally into a lake. There is no other treatment.

Each of the tank units are fifteen by thirty-five feet in plan with an effective depth of six feet, giving each unit a capacity of 24,607 gallons or about 49,000 gallons for the combined tank.

Assuming a flow of seventy-gallons per capita daily and a storage period of

twenty-four hours which is not unusual for tanks of this type, the combined disposal plant is adequate to serve seven hundred people. It is now estimated that several thousand people are tributary to the tanks so on the basis of seventy gallons per capita, a short storage period of some six to ten hours is provided. Consequently the present disposal unit is wholly inadequate to handle the sewage of Sebring and insufficiently treated sewage is now flowing from the tanks.

In as much as Sebring has made little or no improvement in or extension to the sewerage system since its installation it is obvious that Sewerage and Sewage Disposal is a major capital improvement requiring consideration in the post war period. The grades and excavations of the existing lines are such that they can not be easily extended. Consequently independent developments should be considered.

It would be highly desirable for the city to prepare plans for a master sewerage and sewage disposal system utilizing so far as possible the existing facilities. The major portion of the city on the east side of the lake is so platted and of a topography that lends itself to the development of several sewer districts each to be developed as the need arises. One of these districts could incorporate all that area east of Ridgewood Avenue between Pine Street and the Atlantic Coast Line right of way. A second district would serve all that area north of Park Street between the Atlantic Coast Line right of way and Rex Beach Lake. A third district would serve Woodlawn Terrace and Sebring Summit - that area east of the Coast Line and Dinner Lake and a fourth district to serve the areas east of the tracks and Ridgewood Avenue, especially the negro district. These several districts (Diagram 4) would provide the entire corporate area with a sewerage plan to be installed however only as needed and according to the growth of the community. Several additional pumping stations would doubtless be necessary to bring the several districts into some degree of coordination.

Such correlated systems would require ultimately the addition of about 50,000 feet of eight inch and some 6,000 feet of ten and twelve inch lines which would necessitate a long range expenditure of about \$350,000. In addition to this a modern sewage treatment plant would be required at an approximate cost of \$125,000.00.

Altho a master plan of the whole should be worked out now, only such parts should be installed as there is a need for. Some portions of the corporate area may not be developed sufficiently in twenty years to require sewerage in such areas and obviously no expenditures for capital improvements should be made until the need arises.

The source of funds for sewer construction is a perplexing problem today, especially in cities still confronted with an excessive debt load. To meet this situation and to establish sewerage as a self-liquidating municipal function, a system of sewer rentals has been defined predicated on the number of fixtures tributary to the system. Following a specific study of a given community a schedule of charges is defined which in the aggregate will be adequate to maintain and operate the system and ultimately liquidate any debt outstanding against it. Under such a plan every user tributary to service pays his share which compensates to a degree for the loss suffered by the city due to homestead exemption. In Florida a number of cities are currently adopting the sewer rental plan. It has been in operation in Tallahassee and Clearwater for a considerable time. The rentals are collected as parts of the water bills of the city.

Various systems or plans of charging have been developed, some based on fixtures, other on quantities of water used. In Wilmington, North Carolina, where sewer rentals have been applied for a number of years, the rate is twenty-five cents per fixture per quarter except that each toilet fixture is fifty cents per

quarter. \$75.00 per quarter is the maximum charge against any building.

The City of Miami is currently basing the liquidation of its \$12,000,000.00 sewerage extension and sewage disposal program on sewer rentals. Likewise, Sebring can develop its sewerage extension program.

REFUSE COLLECTION AND DISPOSAL

The collection and disposal of municipal refuse (garbage, trash and rubbish) is an accepted function of municipal housekeeping. Just as the good housewife cleans and dusts her home frequently the city must clean and dust its collective home frequently. Order, cleanliness and neatness of a city mean much in the eyes of the visitor or prospective homeseeker. They are qualities that contribute immeasurably to a city's distinctiveness and personality. In those cities maintaining a high degree of municipal cleanliness one will find the homeowners and tenants likewise maintaining a higher degree of cleanliness and neatness around their respective premises.

Altho cleanliness and neatness are desirable virtues, good healthfulness is an obligation we all owe to society. Indiscriminate accumulations of rubbish, filth and refuse promote the breeding and harboring of rats and rats are conveyors of preventable disease. The flea causing typhus fever lives on the rat and wherever rats abound in great numbers there is always danger of typhus. It has even been hinted that infantile paralysis may be carried by a flea from rats.

So it can be seen that the cleanliness of a community is a necessity from the aesthetic as well as health standpoint. It is an obligation of government that should not be shirked or partially done.

Refuse is collected three times weekly by the city trucks in Sebring, more often in the business district. The trucks deliver an average of forty loads per week to the incinerator located east of the city.

The incinerator is of the Nye Odorless type constructed in 1925. There is no information available as to its capacity.

The incinerator and grounds are well maintained and clean but the incinerator is in need of improvement. As a matter of fact it should be replaced at an early date. The incinerator is now doing a fairly satisfactory job primarily because the garbage has considerable paper and other combustible mixed with it.

Supplementing a new incinerator, the city should later specify by ordinance the type of receptacle that should be used at the household for garbage.

Due to the homestead exemption in Florida many homeowners escape the responsibilities of contributing anything toward the cost of government. They get police, fire protection, recreation, schools and refuse collection for nothing, at the expense of rental and commercial properties. To compensate somewhat for this discrepancy some cities are imposing a special householder fee for the collection of garbage, and other refuse. A small monthly fee from each householder would not only pay for the collection service but would build up a reserve to amortize any debt created by the construction of a new incinerator. Any payment of this kind would release a certain portion of the ad valorem tax levy for other needed purposes such as street improvements.

A new garbage incinerator adequate to dispose of the refuse accumulations could be constructed for \$25,000 to \$30,000.

FIRE PROTECTION AND ALARM SYSTEM

In addition to the beauty of its natural site and environment and the fine qualities of its citizenship, Sebring is exceedingly proud of two of its other possessions - its High School Band and its Fire Department.

The fire fighting apparatus, dormitories and club rooms are housed in a commodious, modern building centrally located on Mango Street at its intersection

with Lemon Avenue. Few cities anywhere in the United States have headquarter facilities that surpass those of Sebring.

Located in the central fire station is the following equipment: one Seagrave truck (1927) equipped with resuscitator, carbon dioxide tank, 250 feet of $2\frac{1}{2}$ inch hose, booster pump, gas masks, salvage covers, extinguishers and 150 feet of $1\frac{1}{2}$ inch hose; one International truck (1942) with 650 feet of $2\frac{1}{2}$ inch hose, 112 gallon booster tank, rakes, etc.; one LaFrance truck (1924) with pumper and 1,350 feet of $2\frac{1}{2}$ inch hose; one Utility Truck (Ford) with shovels, etc.

The department consists of five paid workers (one chief and four engineers) and a crew of volunteers.

The second floor of the central station is divided into club quarters for the firemen and dormitory and showers. It is a very complete plant.

The fire alarm system operates from the central station, with boxes located as follows:

TABLE 7

FIRE ALARM BOXES

12	Pine & Center	35	Park & Maple
13	Colored Quarters	36	Orange & Magnolia
14	Circle	37	Matlo and Lakeview
15	Orange & Lemon	42	Eucalyptus & Fernleaf
16	Center & Lakeview	43	Lime & Park
17	Orange & Ridgewood	45	Osceola Street
22	Sebring Homes	46	Eucalyptus & Poinsettia
23	Pine & Pomegranate	47	Power House
24	Mango & Commerce	52	Eucalyptus & Lakeview
25	Commerce & Maple	53	Fielder & Edgemoor
26	Pine & Lakeview	54	Kenilworth Lodge
27	Park & Lakeview	56	Ball Park
31	North Negro Quarters	57	Evanston & State Road 8
32	Center & Eucalyptus	61	North Lakeview Place
34	Rose & Orange	62	Sebring Highlands

There is only one suggestion for future consideration respecting the fire department and its facilities. As Woodlawn Terrace and other sections east of the Atlantic Coast Line right of way develop it would not be amiss to establish a small fire station in that locality. It need not be a large station but one housing a small truck and hose to handle any emergency that might arise.

SIDEWALKS

Altho Sebring is fairly well supplied with sidewalks there remains much to do yet. An annual sidewalk program should be defined to be financed partially by property owners affected and partially by the city. A few hundred feet of sidewalk per year would ultimately cover the city.

PARKS AND RECREATION

To an appreciable degree the character and extent of Sebring's future growth and development will depend on the opportunities and facilities it offers its citizens and visitors for recreational and cultural stimulation. Competition among cities will be keen in the post war era; every city with a vestige of scenic potential will be exploiting the tourist resources to the limit, so it will be incumbent on those cities that really have some potentials to capitalize fully on them. Facilities for active and passive recreation must be increasingly provided in the future because there will be more leisure time in which to utilize them.

The city that will attract and hold homeseekers and visitors must be clean, neat and orderly and healthful. But most of all it must be attractive to the eye and offer its people something to do. The city must provide ample and adequate recreational facilities where quiet or strenuous sports can be played, where the solace and quiet of the lakeside park can be enjoyed and where music, drama and public forums can be provided. Saint Petersburg has pointed the way and demonstrated to the world the value of recreational and cultural facilities. Sebring

has an equal opportunity if properly used and directed. With its lakes, rolling terrain and excellent climatic conditions Sebring has potentialities possessed by few cities, however it is incumbent on the city to take the initiative to explore them to the fullest.

Currently Sebring has a centrally located Recreation Center and a small area surrounding it on Ridgewood Avenue between Pine and Mango Streets. The ground area is equipped with shuffleboard courts, tennis courts and shelters for dominoes and checkers. The building includes a small auditorium space for public meetings, discussions, plays and for game use when the outside weather is inclement. In the post war years when tourists again begin to move into Sebring this present recreation area will be wholly inadequate and unsuitable for public recreation.

A second development of different type and for a wholly different purpose has been provided in the form of the public pier at the west extremity of Center Avenue. This development, altho small, is a creditable one affording one of the very few public spots in all of Sebring where the magnificent views of Rex Beach Lake can be enjoyed. It is singular that the early founders of Sebring failed to provide a real spacious water front park and today there are few of such facilities available because the lake front is largely privately owned.

The city owns an undeveloped park area (Tusawilla Park) on Commerce Street across the street from the Highlands County Court House. On this site is the shell of an old building used for some public functions - it is unsightly, hazardous and a fire hazard. This area has possibilities to be discussed later.

In the area east of Kenilworth Lodge is the community athletic field where football and baseball games are held. It is a well located, spacious area for such sports.

Because of the absence of public facilities elsewhere many people resort to

AGE GROUPS

RECREATION FACILITIES



UNDER 6

Play and
Recreation
chiefly in
or near the
home.

Home grounds
Interior Block
Playgrounds
Nearby Children's
Playgrounds



6 - 12

Recreation
responsibility
centers in
educational
agencies, boys
& girls clubs

Home Grounds
Interior Block
Playgrounds
Play Areas in Parks
Swimming Pools
Boy and Girl Scout
Camps.



12 - 15

Recreational
facilities
supplied by
public parks,
camps and
reservations.

Playfields
Swimming Pools
Golf Courses
Neighborhood Parks
Large Parks
Community Centers



OVER 15

Adopted from Iowa State Planning Board

the extremities of those few streets that extend to the shore of Rex Beach Lake. There they bathe in the lake waters and picnic on the restricted, inadequate areas available.

For the golfer the city owns an eighteen hole golf course near the Harder Hall Hotel south of the main part of the city. This is a creditable addition to the city but relatively few use it. Kenilworth Inn also has a private eighteen hole golf course.

There are no neighborhood play facilities for school or pre-school children, except those located around a wholly inadequate school site. There are no gymnasium facilities.

For public musicales, lectures and other cultural functions the auditorium of the High School is generally used.

From this account one can conclude that Sebring has much it can and should do to provide facilities and areas for passive and active recreation. And not until Sebring realizes it must provide these facilities will the city begin to capitalize on its potentials.

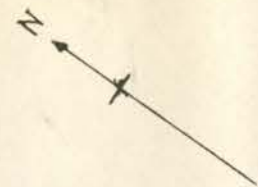
A PROGRAM OF PARKS AND RECREATION

Lake View Drive lies wholly within the corporate area of Sebring. It is one of the scenic drives of Florida yet its possibilities as an attraction and utility have not yet been touched. In the first place the roadway around the lake should be widened and its parkways planted with suitable shrubs.

All areas lying between the edge of Lake View Drive and the lake shore should be preserved and developed into small parks and parkways. No commercial ventures, signs or other blemishes to the natural landscape should ever be permitted to encroach this sacred zone. At intervals where the width and area of land would permit, beautifully designed park and picnic areas should be established, equipped with ovens, picnic shelters, pier and bathing platforms. Several of such modest,

PLAN of PROPOSED ENTRANCE PARK - SEBRING, FLORIDA

SCALE 0 30'



REX BEACH LAKE

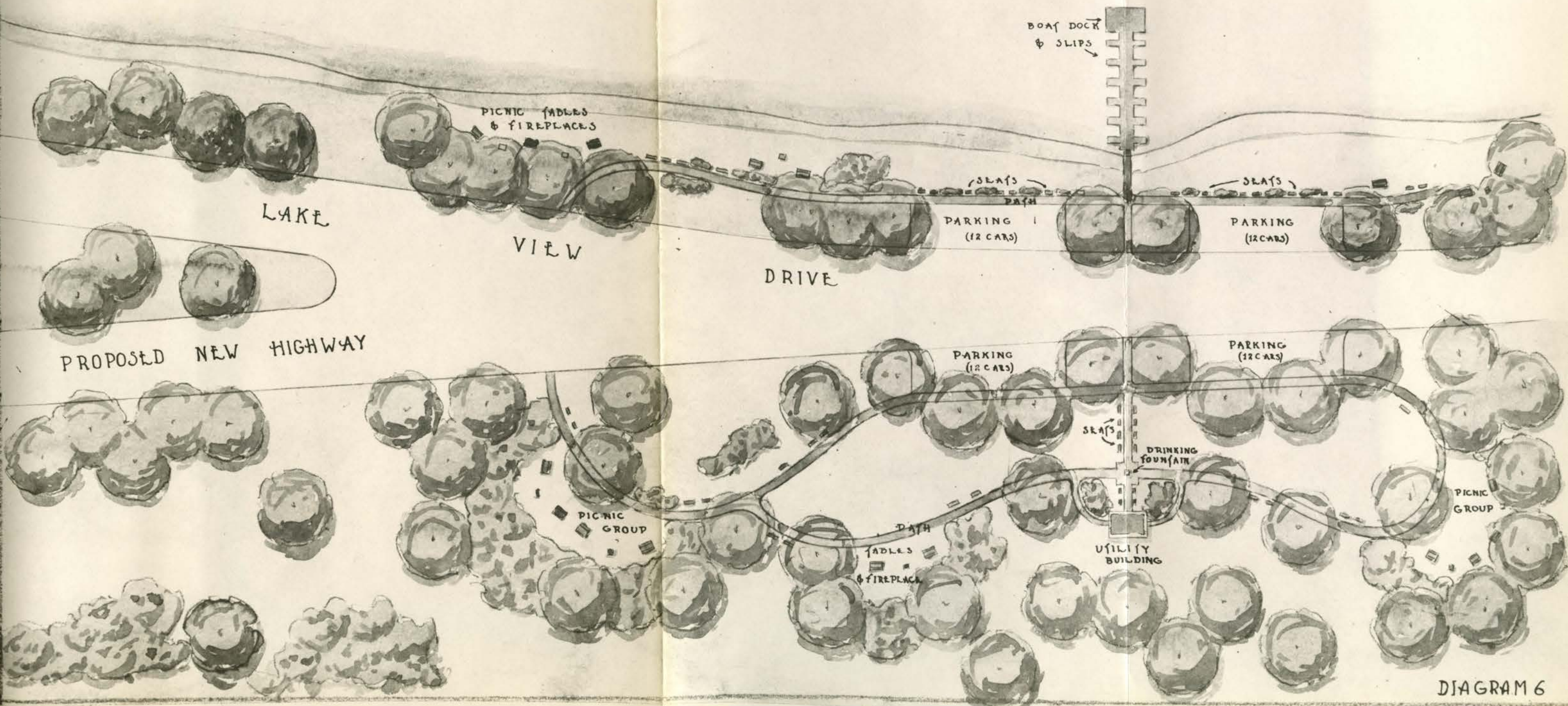


DIAGRAM 6

well designed and equipped facilities could be laid out at intervals around the lake shore.

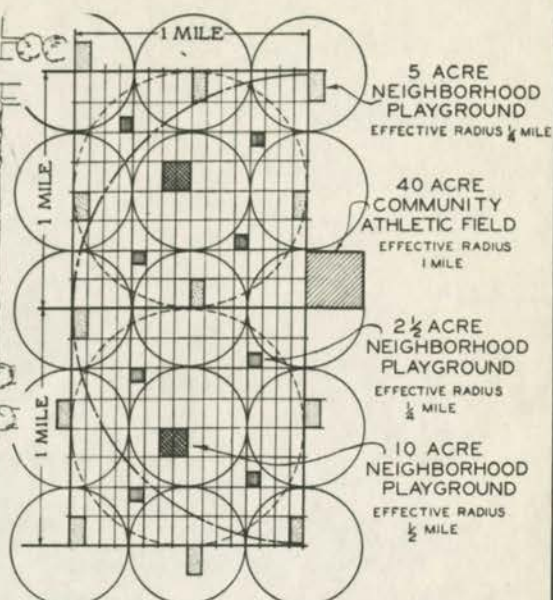
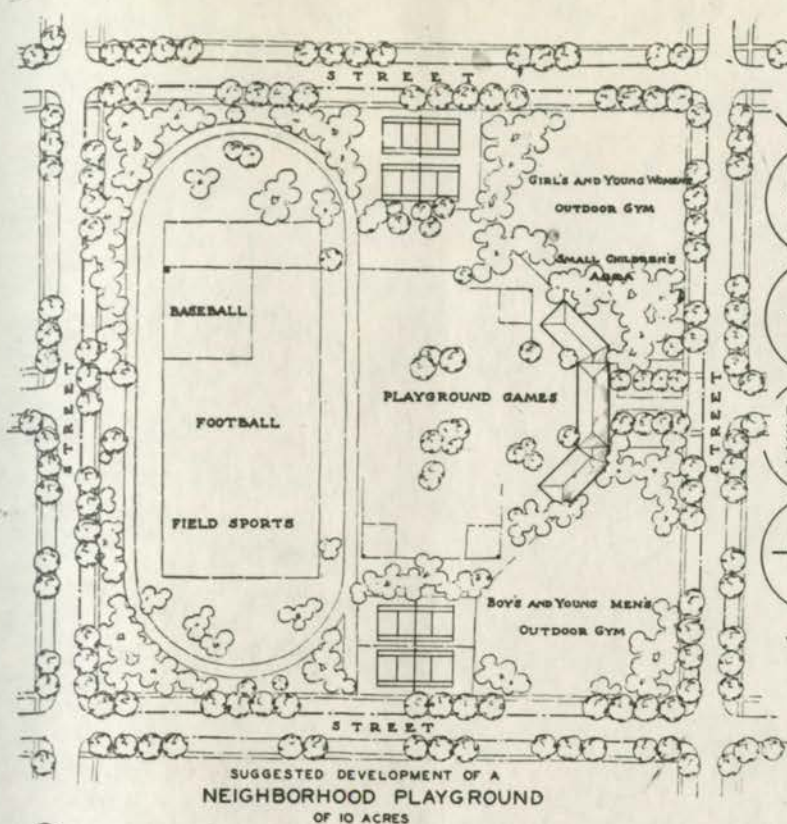
In areas that are too narrow for the more ambitious developments, shrubs and trees could be used advantageously to beautify the landscape.

According to reports from the State Road Department the new super highway to Miami will intersect Lake View Drive on the west side of the lake. If this is true, the city should acquire an area of land around that proposed intersection large enough to develop into a beautiful roadside park. What a relief and joy, after travelling along the highway to suddenly enter an attractive park over looking a beautiful lake across which can be seen the city of Sebring. Many weary travellers will stop in such an oasis to feast on the scenic beauty and then decide to visit the city enterprising enough to provide such facilities. Diagram 6 shows the landscapeengineer's vision of such a development.

Street extremities that extend to the lake shore should be improved and developed. Small shelters placed in landscaped areas and short piers with bathing platforms would add greatly to facilities. These stub end streets could be planted and beautified into small park areas.

Neighborhood play facilities should be provided for children of the early ages in various parts of the corporate area. Theoretically no child should be obliged to walk more than a quarter of a mile from his home to reach a playground. Neighborhood play facilities should be located in the following general areas: (1) Woodlawn Terrace, (2) Lake View Addition, (3) Ball Park, (4) Negro quarters. Playgrounds established and equipped in these areas now would adequately serve those tributary areas. Then as the city grew and more areas were developed additional playgrounds could be established (Diagram 7).

The present recreation area in the center of the city will ultimately become

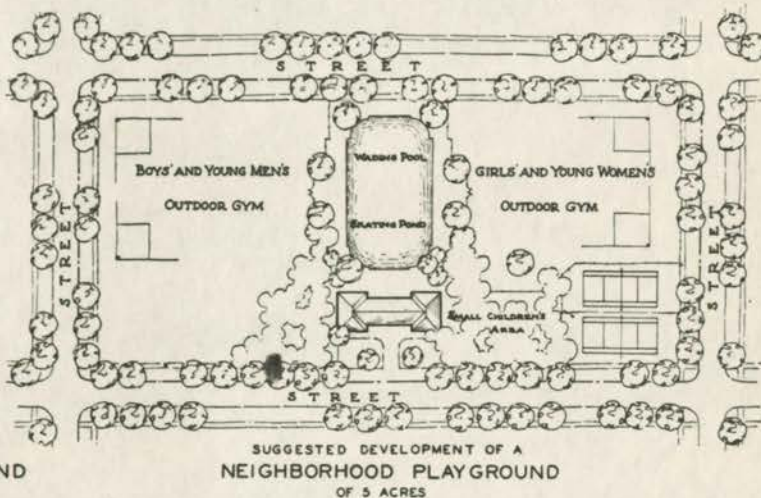
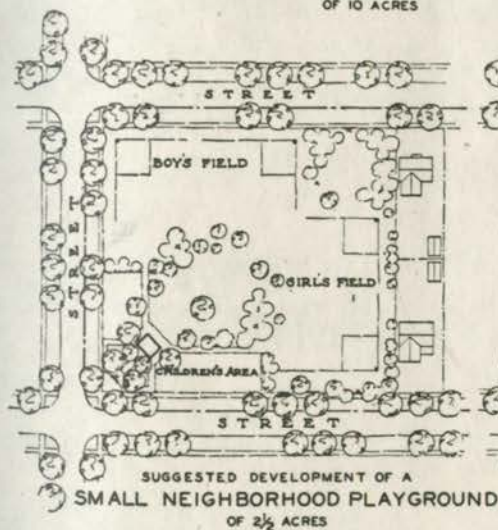


THEORETICAL PLAYGROUND DISTRIBUTION

AT AN AVERAGE DENSITY
OF 12 PERSONS PER ACRE

NOTE -

IN ADDITION TO PLAYGROUNDS EVERY LARGE COMMUNITY
SHOULD HAVE ENOUGH ADDITIONAL ACREAGE OF WOODED
LANDS AND NATURAL BEAUTY SPOTS ALONG STREAMS,
RAVINES, ETC. TO PROVIDE A RATIO OF 10 ACRES OF
PLAYGROUNDS AND PARKS FOR EVERY 1000 PEOPLE



COMMUNITY PLAYGROUNDS

THREE ACRES PER 1000 PEOPLE.

0 40 80 120 160 200 240
SCALE IN FEET

too congested and inadequate. This area could be used to better advantage as the site of a new commodious City Hall of simple but dignified design. The lot is large enough for an adequate building, landscaping and parking space in the rear.

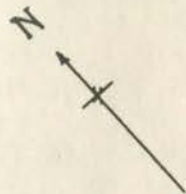
Sebring is rather deficient in library service. It is fully realized that Sebring is a young city and during its life time has not had the opportunity to accumulate as large and extensive library service as many older towns of equal size. But Sebring has existed long enough to have a more creditable and serviceable library than it has. A start should be made now to create and build such a cultural nucleus for the use of its citizens and visitors, on a full time basis. An adequate library space and facilities could readily be incorporated in the new City Hall referred to above.

The recreation facilities now located in this area, and building, could be relocated on the Tusawilla site on Commerce Street. This site is removed from the congestion and hazards of traffic movements, is more serene and quiet and easily accessible from all parts of the city. In this area a new combination auditorium and gymnasium could be erected of capacity and size adequate to accommodate good crowds for cultural affairs and indoor games. An outside amphitheatre could also be provided as well as spaces for the usual active sports. A landscape engineer's version of such a development is shown in Diagram 8.

With the closing of Orange Street between Fernleaf and Commerce the entire area including the Court House site could be developed into a civic center - a living memorial!

This outlines an ambitious program of expansion but one not beyond the resources and will of the citizens to achieve. All of the lands involved are now owned by the city and the requisite program of development can be extended over a period of several years. A little bit laid aside each year in a post war reserve

AUDITORIUM PARK - SEBRING, FLORIDA



SCALE 0 30'

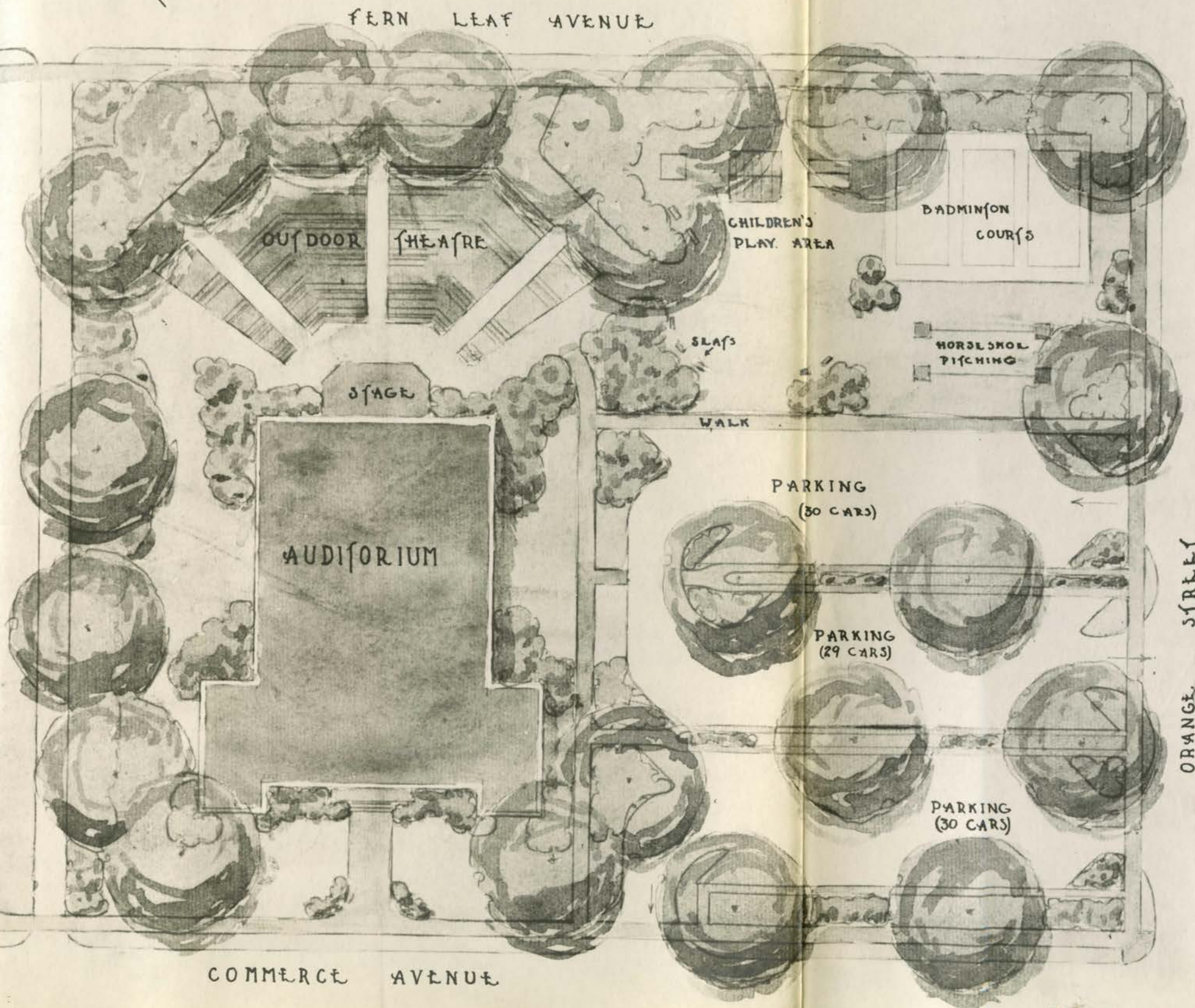


DIAGRAM 8

fund will see the job thru especially if the cost of sewers and garbage collection are made independent of ad valorem taxes.

Money spent to make a city attractive and provide ample recreation facilities is not money wasted.

A yacht club should be provided at some convenient point on Rex Beach Lake to encourage a wider use of the lake for sailing and motor boating. There is no reason why Sebring should not be the scene of a winter regatta attracting small sail and motor craft but to do so facilities must be made available for the storage and care of craft, gasoline and oil and minor repairs and supplies. A yacht club with pier and slips would afford a central nucleus in the area around which all aquatic sports and activities could revolve.

HOSPITALS AND HEALTH

Ever since it was established Sebring has been noted as a healthful community. Its elevation and topography are conducive to good drainage which has relieved the population from the ravages of malaria. The elevation and prevailing winds have also removed the area from the persistency of dampness and frequent fogs that characterize areas of less elevation near the ocean and gulf shores.

The water supply of Sebring derived from deep seated sources has always been of an excellent sanitary quality and relatively soft. Being remote from sources of salt waters Sebring water has always been relatively free from the sulphate hardness and excessive chlorides so characteristic of waters along the coastal fringes. So because of the evenness and delightfulness of its climate and the excellent quality of its water, Sebring has been a healthful town.

But despite its healthfulness and the control over health conditions by the County Health Unit, Sebring needs a modern, adequately equipped hospital. Sebring is the center of a large tributary area which has a paucity of hospital facilities.

A small private hospital is now operative in the community but it is only sufficiently equipped to handle immediate needs. The nearest hospital of any magnitude is at Lake Wales, some 37 miles to the north.

On the basis of its present population Sebring could use the facilities of a fifty bed hospital but in contemplation of a continued growth and development not only of the city but of the tributary area Sebring should begin plans on at least a one hundred bed hospital - built in stages as the demand justifies.

As a site for a proposed county hospital none would be more convenient or delightful than that of the old Pennsylvania Hotel at the foot of Center Street at the lake. The refreshing breezes from the lake with the incomparable beauty of the scene would be a stimulant to any convalescent. Such a hospital should have a prominent place in the post war program of Sebring.

EDUCATIONAL FACILITIES

The city as such has no jurisdiction or authority over schools; that is a function of the County. But notwithstanding, school facilities and structures are definitely a part of the city pattern of life and therefore must be evaluated in any discussion of future city plans.

The local school facilities may be centrally located in their service area, but they are poorly located. When first erected in the sparsely settled area the buildings and grounds were doubtless adequate and the source of much local pride. But as the city has grown and will continue to grow the present facilities are wholly outmoded both as to location and plant. The buildings are too near the business district in the center of a network of traffic lanes. The school grounds are inadequate for proper play and recreation and normal traffic must be diverted from Pine Street during school hours.

Since 1935 the total school enrollment (elementary and high school) has in-

creased from 554 to 723 for the year 1944, an increase of 30%. Altho this attendance may decline after the war, it is probable that it will not be of long duration. The city will experience a normal growth trend and so will the tributary area which feeds into the school from points south of Sebring. So it is not likely that the enrollment will ever recede to that of 1935 (554) when the existing facilities were taxed. The following table shows the trend of enrollment since 1935:

TABLE 8
SCHOOL ENROLLMENT
1935-1944 (INCLUSIVE)

<u>YEAR</u>	<u>ELEMENTARY</u>	<u>HIGH SCHOOL</u>	<u>TOTAL</u>
1935	290	262	554
1936	322	281	603
1937	335	311	646
1938	319	282	601
1939	328	287	615
1940	301	296	597
1941	313	308	621
1942	370	329	699
1943	354	356	710
1944	336	387*	723

*about 49-55 from outside

The cultural life of the community is stimulated to wholesome thinking and action by good churches, civic groups and schools. But schools, in all fairness to the younger, growing generations should be adequate, well-equipped and located on spacious sites. Such eminent school authorities as Engelhardt and Sprayer are of the opinion that High School plants should not be located on sites of less than twenty acres. In the location and construction of the two Senior High Schools in Tampa (Hillsborough and Plant) and one Junior High School (Benjamin Franklin) twenty acre sites were used.

Sebring should begin now to do some real thinking about a new school plant - either a combination elementary and high school as now or separate schools. But

regardless of the course taken a new plant located on a spacious site of 15-20 acres should be provided.

Incidentally, whereas schools fall within the province of the County and increasing numbers of students are being transported to schools daily, Highlands County would well consider the advisability of erecting a County High School plant at some convenient, accessible spot between Sebring and Avon Park. Such an expanded institution could provide facilities and advantages now only found in metropolitan centers. On a large site there could be ample ground for recreation, also for instruction in agriculture and vocational training. The combined resource of the two cities would afford an unexcelled teaching staff. And in the long run it would be more economical than at present. Its worth while thinking about as part of the post war program.

RAILROAD JUNCTION AND DEPOTS

Railroads have played a significant role in the growth and development of Sebring and as the tributary area develops in the future and new industrial activity asserts itself the railroads will become increasingly important. First the Atlantic Coast Line came, then the Seaboard. At one point, near the Seaboard station, the tracks of the two lines parallel each other only 85 feet apart. Yet no where in Sebring is there a physical connection between the two lines. It is reported that cars arriving on the Seaboard consigned to a point on the Atlantic Coast Line must be transferred at Avon Park. Transfer facilities should be provided at Sebring to encourage manufacturing enterprise.

Union passenger and freight terminals might easily enter the portfolio of a post war program. The Atlantic Coast Line depot is a nineteenth century orthodox model whereas that of the Seaboard is modern and attractive. Proximity of lines at the point of the Seaboard station would make it possible to combine facilities.

Such a combination or union of terminal facilities would encourage the development of a station park and the beautification of Center Street from the Circle to the depot. Then too, ample ground is available between the two lines for the erection of joint freight terminals.

Under an arrangement such as here suggested the present station grounds of the Atlantic Coast Line could be converted into a park operated and maintained by the city.

NEIGHBORHOOD DEVELOPMENT

The modern city is a living, dynamic organism constantly subjected to the pressure of change. The living organism is made up of living cells, each performing its own peculiar and particular function in the life of the city. The healthfulness, the wholesomeness, the attractiveness and beauty of the whole is dependent on the healthfulness of each cell. If one cell becomes infected or diseased it will infect other cells and finally the whole living organism is sick.

The cells of the city are its various parts - its neighborhoods. Neighborhoods, regardless of their basic functions, must be sound and healthy. Sebring lends itself to the development of several separate and distinct neighborhoods - which should be maintained at the highest possible standards. Once a neighborhood begins to decline and its structures begin to depreciate because some unfavorable influence invaded it - then blight spreads and slums appear.

Blight and slums are not yet very noticeable in Sebring but once an active building campaign gets under way blight will appear unless checked. The zoning ordinance is one good check in the right direction. But the best insurance against the invasion of the cancerous blight is the encouragement of neighborhood integrity. Wherever a group of citizens is loyal to the neighborhood the neighborhood is good and the town is good.

CIVIC ART

Industrialists are constantly seeking to improve their product whether it is chewing gum or cigars. In the process modern factories replace the obsolete, new and better machines give way to the old and factory surroundings and environment are improved. Some industrialists even construct model communities of homes, churches, schools, commercial and recreation facilities. They have learned that such investments result in more contented, healthful and civic spirited workers, and further, that their product is improved. These industrialists have come to realize that there is something human about a community, that workers have an appreciation of the orderly, attractive, the neat and the beautiful.

In our eager quest for new industrial and commercial enterprises to improve our economic welfare, we lose sight of the human aspects of the community. We fail to regard our cities as factories producing citizenship. Unlike the modern industrialist, we are satisfied to tolerate the obsolete, old, run down plant, we have grown indifferent toward the growth of ugly, disorderly conditions in our midst and the environment of which we are a part. We fail to see that anything that enriches lives and inspires people to higher levels is desirable. We admit that modernization is good for industry but we are reluctant to apply the same principles of modernization to the old creaking municipal plant and thereby improve its product, our greatest asset - a spirited citizenship.

"The primary purpose of the city is to provide adequate living and working accommodations for its population". Cities are for human beings and to be liveable and productive of the best, they should have a well rounded, well balanced growth, be healthful and by such wholesome development achieve attractiveness, order and beauty.

Civic Art has to do with anything that contributes to or enhances the live-

ability of our city, its general attractiveness, appeal and beauty. It encompasses those qualities of cleanliness, neatness, order, efficiency and dignity that stir men's souls and arouse in all men a new sense of civic consciousness.

As one travels over the country thru hundreds of average cities, the impressions made by certain cities are stamped indelibly on the memory. The beauty and spaciousness of Washington are thrilling, the magnificence and scope of Chicago's lake shore drives and parks captivate one, the quiet beauty and natural development of Minneapolis' park system are restful and pleasing, the stately beauty and harmonious arrangement of San Francisco's Civic Center are enthralling, the cleanliness and newness of Tulsa are satisfying and the charm and historical background of old New Orleans, and Charleston, charm one. Outstanding cities - many of them - possess certain qualities that remove them from the class of the ordinary and set them off as distinctive places. In commenting on an individual we frequently say he has "personality". A city has "personality", that quality that impresses itself on the minds and memories of man to such a degree that it is remembered and talked about whereas hundreds of others are forgotten. "Personality" contributes much to the life and welfare of a city just as it does to the lives of individuals.

Too many people measure the greatness of a city by its industrial plants, its transportation facilities, its commercial prestige. Fine buildings, smoking factories and busy stores are desirable assets to any city. They inspire progress and activity but they do not always make a city liveable, an object of pride. To be liveable and inspiring, cities should be efficient in their pattern of development, should have adequate and decent housing facilities, adequate and well equipped parks and recreation facilities, an adequate and efficient circulatory system and accessibility to water, electricity and sewerage utilities. Where there is beauty and balance a spirited citizenry will demand cleanliness and neatness and no one

will have to apologize for that area "across the tracks".

Every person has an innate desire for attractiveness, order and beauty. The executive will discard his old furniture to install something new that adds beauty and distinction to his office. He practices the same rule as the industrialist. A family will go on a vacation to a place of attractiveness and beauty, never to one of sordidness. Even industry seeks to streamline and beautify their products to make them more appealing to the consumer. But strangely the same executive, the same family and the same industrialist will not demand that the same principles be applied to the city wherein they live. They have permitted cities to just grow and with each year to become more ugly, more disordered, more drab and colorless all because they have been too indifferent and insensible to those many finer qualities that contribute to a better, more inspiring community life.

To achieve greatness and distinction and "personality" the citizens of the city should think a little in terms other than the material. They must recognize the usefulness and value of those things that contribute something more than merely "bread and butter". They must become interested in appearances and the conditions of the environment. They must create a new, stimulating "civic consciousness", that something to "lift" their feeling of pride and loyalty above the average. As has been noted before - there are average cities all over America - Sebring should be above that.

Sebring is still a small relatively new city. It has not yet had time to become ugly and sordid as many of the larger metropolitan centers. Its living cells are still healthy and sound. The important task before an alert citizenry of Sebring is to prevent sordidness and ugliness. This is Civic Art.

Reference has already been made to street improvements, additional park and recreation facilities, new schools and public buildings. These are all vital needs,

important to the future growth and development of the city. But in addition to all these improvements there must be cleanliness, neatness and order.

A city should be colorful and stimulating, not drab and depressing. The entrances to the city must be kept free of shoddy juke joints and roadside stands. Billboards should be eliminated as traffic hazards and blights on the landscape. Roadside stands have a place as commercial enterprises but the public has a right to insist on something attractive and not ugly.

Sebring has already made considerable progress with street tree planting but more should be done. Street trees, flowering shrubs and well groomed yards lend great dignity and beauty to the landscape.

Thruout the central business district overhanging signs should be controlled to prevent in the future the obnoxious cluttering up of the air and landscape. Miami, for instance, has recently initiated a program to eliminate the overhanging sidewalk sign.

ASSESSED VALUATION - TAXATION - FINANCE

Income for the operation of a city and for the payment of debts is derived from two major sources: ad valorem taxes and sources other than ad valorem taxes. In the latter category are such sources as licenses and fees, fines and forfeitures, grants and contributions or transfers from municipal utility accounts.

The ad valorem tax base is predicated on the Assessed Values of Real and Personal property and Utilities. Table 9 traces the trend of Sebring values 1938-1944.

During the boom era of 1924-1926 Sebring incurred an excessive bonded debt on the basis of an inflated value. Negotiations were conducted during the thirties between the city and its creditors resulted in a compromise settlement. The outstanding general bonded debt of Sebring as of June 30, 1944, was \$1,391,000.00.

TABLE 9

ASSESSED VALUES - TAX RATES - TAX ASSESSED

	<u>REAL ESTATE LAND AND IMPROVEMENTS</u>	<u>PERSONAL</u>	<u>UTILITIES</u>	<u>TOTAL ASSESSED VALUATION</u>	<u>EXEMPTIONS</u>	<u>NET ASSESSED VALUATION (OPERATIONS)</u>
1938	\$1,245,639	\$ 53,760	\$26,701	\$1,326,100	\$34,890	\$1,291,271
1939	1,449,840	25,420	19,098	1,494,358	57,640	1,436,718
1940	1,417,500	26,505	19,234	1,463,239	46,260	1,371,240
1941	1,422,164	38,650	65,142	1,525,956	51,871	1,474,085
1942	1,453,440	40,350	32,650	1,526,440	56,301	1,470,139
1943	3,224,077	252,335	74,182	3,550,594	55,160	3,495,434
1944	3,067,410	213,665	95,382	3,376,457	53,130	3,323,327

	<u>TAX RATE (MILLAGE)</u>	<u>TAX ROLL (DEBT SERVICE ONLY) NO OPERATIONS LEVY</u>
1938	30	\$38,738.00
1939	25	35,917.95
1940	30	42,509.37
1941	30	44,222.58
1942	30	44,104.17
1943	20	69,908.00
1944	20	66,466.54

According to the agreement with the creditors the sole ad valorem tax levy of the city is for debt service, none for operations. In other words Sebring is obliged to operate on revenues derived from sources other than ad valorem taxes, except in so far as excess funds may be available and can be used over and above those necessary for the payments of debts and sinking funds. This provision is a part of the refunding agreement as validated by the federal court.

Sebring therefore is financially in a different position than many other cities that derive from fifty to sixty per cent of their operating funds from operation levies. This condition will not always prevail but it does embarrass the city at the moment as regards capital improvement funds.

During recent years taxes assessed have been well collected, and sources other than taxes have also yielded substantial surpluses. The hope of accomplishing capital improvements to any marked degree however depends on the ability of the city to conserve and impound surplus accounts in a post war capital improvement reserve. As pointed out previously such capital improvements as sanitary sewerage, sewage disposal and garbage incineration can be financed by rentals for sewerage service and garbage collection fees. Revenue certificates could be predicated on such income. A city hall and auditorium might also be financed by revenue certificates under certain conditions. Streets, sidewalks, parks and recreation facilities however would have to be handled in some other way.

The Congress of the United States is now considering measures to provide funds to municipalities on some basis for the construction of needed capital improvements, but to get access to these funds it will probably be necessary to have a reserve available for matching purposes. None of these acts have yet been enacted.

The City of West Palm Beach recently imposed a tax on utility bills to create a Post War Reserve Fund to accomplish specific capital improvements. Their fiscal position is not much unlike that of Sebring. The plan adopted by West Palm Beach was submitted to the electors of the city who approved the imposition of such a levy. In West Palm Beach the city however did not own any utilities to start with.

Sebring might well consider a similar plan to gradually create a post war reserve. Obviously this plan is virtually a sales tax but it would afford a means whereby every consumer of light, power, water or gas would contribute a small amount monthly to the post war capital improvement program fund.

When the bonded debt has been reduced considerably the city will then be in a position to issue more general bonds.

LIST OF PROJECTS

The desirable capital improvements for consideration can be enumerated as follows with their estimated costs:

City Hall with Library	\$100,000
Auditorium - Gymnasium	100,000
Park Improvements Around Lake	50,000
Incinerator	30,000
Hospital (100 bed)	300,000
Sanitary Sewerage	400,000
Streets	800,000
Recreation Facilities	<u>50,000</u>
	\$1,830,000

A capital budget of \$2,000,000 to be expended over the next ten years would provide Sebring with many needed and desirable projects. Of this amount the Sanitary Sewerage (\$400,000), Hospital (\$300,000) and Incinerator (\$30,000) could

definitely be financed by the issuance of revenue certificates. And there would be a possibility of also financing the City Hall similarly.

PRIORITY OF NECESSITY

The members of the Council would ultimately determine the priority of necessity of any project also to what extent such project would be developed. It is probable even that in the development of final plans that substantial reductions in costs could be effected. The following is therefore merely a suggestion as to the priority of needs:

1. Water Supply. Providing new wells and storage facilities and making extensions to the distribution system should have precedence over other needs at the moment.
2. Parks and Recreation - Lake View Drive. These improvements are given the right of way because they are among the least expensive. Many of the improvements under this classification could be effectuated from surplus funds accumulating regularly.
3. Orange Avenue Widening and Improvement of Truck Route. This is a much needed improvement now, yet it could be undertaken by degrees. The new State Road Department might be willing to assist in the financing.
4. Lake View Drive Widening. This work would add greatly to the scenic beauty of the city and further would afford a safe driveway.
5. Auditorium. This is a capital project that should be made as soon as possible because of Sebring's position in the tourist world.
6. Incinerator. Needed now (Revenue bonds).
7. Sanitary Sewerage and Sewage Disposal. (Revenue bonds).
8. County Hospital. This project would be commendable at an early date (Revenue bonds).
9. City Hall - Library. Altho desirable, this project could be deferred until a more propitious time.

RELIGIOUS AND CIVIC ACTIVITIES

Sebring is typical of many south Florida cities with its compliment of cultural, spiritual and civic activities. The various denominations are well represented here with substantial church structures and active followings. The Salvation Army has a central down town building here.

Several of the national civic service clubs have active, alert memberships among the business men - Rotary, Kiwanis, Lions, etc. These organizations are helpful in the conduct of welfare and civic work.

The ladies of the community are well organized thru their Woman's Club with its own building, also a Business and Professional Woman's group. There are also the Garden Club and various religious groups.

Thruout the winter season, thru the auspices of various organizations cultural activities are brought to the High School auditorium.

All in all Sebring is above the average in all these respects.

REGIONAL ASPECTS AND POSSIBILITIES

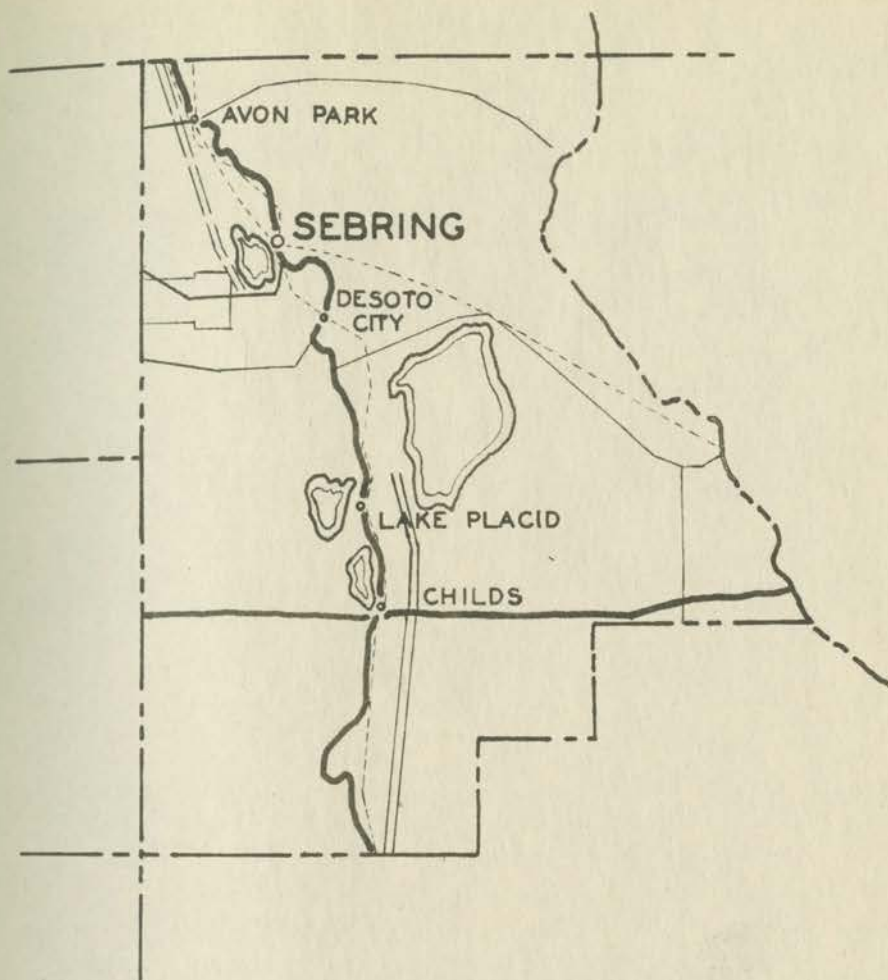
The future of Sebring is dependent primarily on the development and utilization of its resources. As pointed out earlier, Sebring is situated in the heart of a region of great possibilities (Diagram 9). The citrus production area tributary to Sebring is one of the largest in the United States and the vast cattle industry to the south and east is just getting started. The of course Sebring has its resources of climate and scenic possibilities.

The exploration of tourist possibilities to the fullest will depend largely on how actively and expeditiously facilities for tourists are made available - houses, hotels, recreational facilities and entertainment. Providing more facilities for tourists and beautifying the lake will do much to attract more and more tourists after the war. It was shown earlier by the age groupings that Sebring is

SEBRING

HIGHLANDS COUNTY

FLORIDA



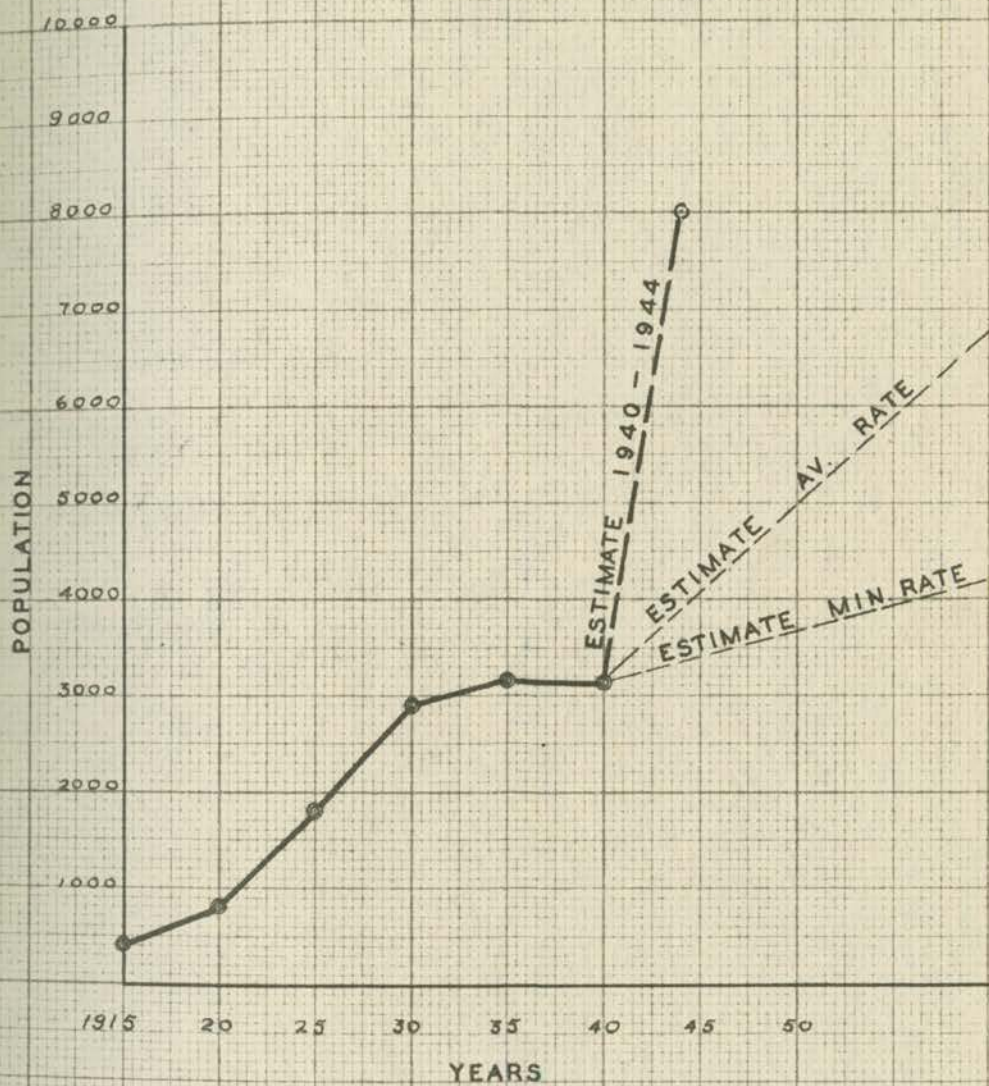
	<u>PERCENT FARM POPULATION</u>	<u>HOME OWNERSHIP</u>	<u>RETAIL SALES (1942) (THOUSANDS</u>	<u>EFFECTIVE BUYING INCOME (1942) OF DOLLARS)</u>
Highlands	134	1,090	\$ 1,794	\$ 4,771
Hardee	507	1,490	1,388	4,494
DeSoto	207	1,050	2,379	4,637
Glades	307	330	448	1,050
Hendry	131	490	1,636	3,254
Okeechobee	255	440	897	1,560
Polk	136	10,240	28,264	58,102

a city of people older and more mature than many other cities. Equipped with facilities catering to their desires will compete with Saint Petersburg and other places attracting many of this particular group. Sebring, however, might explore a younger age group but to do so much provide facilities appealing to such a group.

To hold and bring back to Sebring many of the service men who have trained at Hendricks Field, Sebring should begin to think industrially. An industrial payroll on a year 'round basis will do much to build a city.

According to studies made by the Tennessee Valley Authority (TVA) the south has a deficiency in much manufacturing. In other words the south consumes more of some commodities than it produces, commodities that could be produced in the south. Some of these deficiencies are:

1. Publishing. The South has printing done outside its boundaries to the extent of \$28,000,000 per year. Publishing houses frequently prefer the small rural environment for the establishing of its plants.
2. Canned Fruits and Vegetables. The South imports \$37,000,000 of such products each year, much of which could be raised and canned here. Already citrus canning is a good seasonal industry but there are other things that could be considered.
3. Dairy Products. The South imports \$47,000,000 per year of cheese and butter annually. In a country that leans toward the cattle industry dairy products could offer a lucrative future. Dairy feed is especially needed in the South.
4. Leather gloves, mittens and other products. There is a deficiency in the South of nearly \$7,000,000 annually in these products. Small leather industries might find a good site in Sebring.



POPULATION GROWTH
1915 - 1940
SEBRING, FLA.

5. Meat Packing. The South imports \$123,000,000 per year of meats over and above what it produces. A meat packing industry could logically be located in the Sebring area because of its proximity to the cattle area and because of its favorable transportation facilities.

These are a few of the industrial lines that could well be established in Sebring, industries that would contribute materially and constructively to the economy of the area.

It is unnecessary to attract one big industry. It would be far better to draw in several smaller industries giving to the area more diversification of employment.

The farming possibilities of the tributary area and of the Everglades have been alluded to earlier. Sebring could use these resources to build up a distribution business. Today Jacksonville, Tampa, Orlando and Miami are large distributing centers. Some of the business of these centers could well be shifted to Sebring because of its strategic location in a farming, cattle and citrus section.

Sebring has experienced a steady growth in the past as shown by Diagram 10. Its population currently is somewhat larger than normal but by teamwork and determination to achieve results much of the gain already acquired can be retained.

It must be remembered, in conclusion, that the countries to the south of us are going to improve the economic status of the south. And as the south grows and improves each little part of it will grow and improve. As Florida grows, Sebring will grow.

CONCLUSION

In the conduct of this study many observations and reflections resulted.

First was the need of some energetic, aggressive and enthusiastic motivating influence among the citizens generally to work toward the objectives herein defined. The Chamber of Commerce with its limited resources can do much to direct and channel thinking and action, especially along the line of tourist and industrial needs. The several civic clubs and women's organizations could likewise do much good to mold public opinion and initiate projects. But there should be a single, small group or committee to coordinate ideas and give them strength and activation. This group might be a Planning Committee representative of all the various civic and community agencies. Educational work is essential to the success of any community effort and thru such a central committee the various projects could be evaluated and studied more in detail and from such studies definite action would doubtless result.

Secondly it would be impossible to conclude this report without a word of commendation for those who work in behalf of the city in the City Offices and on the Council. Quietly and without flare the few in the City Offices are doing a magnificent job under increased pressure. Their courteous prompt attention and consideration is always to be commended - a quality so often lost sight of in these hectic days of labor shortages.

The Council members have always manifested a deep interest in the affairs and general welfare of their community. With diligence and industry they consider the problems before them with dispatch and efficiency.

APPENDIX I

SUGGESTED RULES AND REGULATIONS GOVERNING THE SUBDIVISION OF LAND CITY OF SEBRING, FLORIDA

1. GENERAL

Any owner of land within the corporate limits of the City of Sebring, wishing to subdivide such land for purposes other than agriculture into two or more lots for building, sale or assessment, shall submit to the City Council a plan of subdivision which shall conform to the minimum requirements set forth in these subdivision regulations. No plat of subdivision of land within such territory or part thereof shall be filed or recorded until it shall have been approved by the City Council and such approval entered in writing on the plat by the City Clerk.

2. PROCEDURE

A. It is suggested that the subdivider or his engineer call at the office of the City Clerk and obtain information on these subdivision regulations and to ascertain the zoning requirements for the land to be subdivided.

B. It is also suggested that the subdivider or his engineer familiarize himself with the publication, "Subdivision Standards", Circular No. 5, of the Federal Housing Administration, latest revision which can be secured from the nearest district office of the Federal Housing Administration.

C. The subdivider shall submit a preliminary plat to the City Council showing the information required and designed as set forth in these subdivision regulations.

D. Within 30 days after such submission the City Council shall approve or disapprove the preliminary plat or approve it with modifications, noting thereon

any changes that will be required. The approval of the preliminary plat by the City Council does not constitute acceptance of the final plat and shall not be noted on the preliminary plat.

E. The subdivider shall submit to the City Council the original drawings of the final subdivision plat and all accompanying documents, as required by these regulations, and unless this is done within one year of the City Council's approval of the preliminary plat such approval of the preliminary plat will lapse. The City Council shall approve or disapprove the final plat within thirty days after submission.

F. Before the City Council will approve the final plat satisfactory assurance must be furnished that certain physical improvements on the land has been or will be made, as set forth in these regulations.

G. Approval of the final plat by the City Council shall not be deemed an acceptance by the city or county of the dedication of any street or other public way or grounds.

3. GENERAL REQUIREMENTS AND MINIMUM STANDARDS OF DESIGN

A. The following are minimum requirements:

1. Conformity to the Major Streets. The subdivision of land shall conform to the Major Street System.

2. Relation to Adjoining Street System. All adjoining secondary thoroughfares or streets other than local service streets shall be extended at the same or greater width. Where it is desirable, in the opinion of the City Council to provide for future street access to adjacent property, proposed streets shall be extended to the boundary of such property.

3. Access to Lots. There shall be no reserved strips except those which are to be dedicated to public use. The subdivision of the land shall be arranged so

that each lot shall front on a public street or road, or front upon a street which is connected with the public street or highway system; frontage on an alley or street less than forty feet in width will not be considered as satisfying this provision. Half streets along the boundary of the land proposed for subdivision will not be permitted.

4. Street Widths. The minimum width of streets shall be: for major streets, not less than sixty (60) feet; for secondary thoroughfares, not less than fifty (50) feet; for local service and minor streets which cannot in the future be extended, not less than forty (40) feet; for alleys not less than fifteen (15) feet. The above widths shall be measured from lot line to lot line.

5. Easements for Utilities. Except where alleys are provided for the purpose, the City Council may require easements, not exceeding six (6) feet in width, on each side of all rear lot lines, and on side lot lines where necessary or, in the opinion of the City Council advisable, for poles, wires, conduits, storm and sanitary sewers, gas, water and heat mains or other utility lines. Easements of the same or greater width may be required along the lines of or across lots, where necessary for the extension of existing or planned utilities.

6. Rounding Street Corners. Curb radii at street intersections shall not be less than twenty (20) feet and where the angle of intersection is less than seventy-five (75) degrees the City Council may require a greater curb radius. Wherever necessary to permit the construction of a curb having a desirable radius without curtailing the sidewalk at a street corner to less than normal width, the property line at such street corner shall be rounded or otherwise set back sufficiently to permit such construction.

7. Curves in Streets. Where a deflection angle of more than ten (10) degrees in the alignment of a street occurs a curve of reasonably long radius shall be introduced.

8. Dead End Streets. Streets designed to have one end permanently closed (cul de sac) shall be not more than six hundred (600) feet long and shall be provided at the closed end with a turn around with a minimum radius for the outside curb of thirty-five (35) feet.

9. Block Lengths. Blocks shall be not more than twelve hundred (1,200) feet in length. In blocks over seven hundred (700) feet in length the City Council may require public cross walks not less than ten (10) feet in width and not closer to each other than five hundred (500) feet.

10. Lot Arrangement. In so far as practical side lot lines shall be at right angles to straight street lines or radial to curved street lines.

11. Minimum Lot Sizes. The minimum width for residence lots shall be fifty (50) feet at the building line and no lot shall contain less than five thousand (5,000) square feet. Corner lots shall have such extra width as will permit the establishment of a building line at least fifteen (15) feet from the side street.

12. Building Restrictions. No final plat of land within the force and effect of an existing zoning ordinance will be approved unless it conforms with it.

13. Public Open Spaces. Where a small park or other neighborhood recreational open space is located in whole or in part in the applicant's subdivision, the City Council may require the dedication or reservation of such open space, provided that it is of not greater area than 15 per cent of the gross area of the subdivision.

14. Variances. Where the subdivider can show that a provision of these General Requirements and Minimum Standards of Design would cause unnecessary hardship if strictly adhered to and where, because of topographical or other conditions peculiar to the site, in the opinion of the City Council a departure may

be made without destroying the intent of such provisions, the City Council may authorize a variance. Any variance thus authorized is required to be entered in writing in the minutes of the City Council and the reasoning on which the departure was justified set forth.

4. PRELIMINARY PLAT REQUIREMENTS.

The preliminary plat shall be submitted in duplicate, at a scale not smaller than two hundred (200) feet to one (1) inch, and shall give the following information:

1. The subdivision name, the names and addresses of the owners and of the designer of the plan, who shall be a Professional Engineer or Land Surveyor registered to practice in the State of Florida;
2. Date, approximate north point, and a graphic scale;
3. The location of existing property lines, streets, buildings, water courses, railroads, sewers, culverts, drainpipes, water mains and any public utility easements both on the land to be subdivided and on the adjoining land;
4. The names, locations, widths, and other dimensions of proposed streets, alleys, easements, parks and other open spaces; reservations, lot lines, building lines and utilities;

5. FINAL PLAT REQUIREMENTS .

A. Developments Prerequisite to Final Approval.

1. The City Council will consider approval of the final plat for record only after receipt of a certificate from the city engineer that permanent reference monuments of suitable size and material have been placed and that a survey defines the location of such permanent monuments in relation to suitable primary control points, ties to section lines, or other permanent locations;
2. That the requirements as defined in Section 4 have been conformed to.

B. Final Plat Drawing.

1. The final plat shall be drawn upon tracing cloth of a size and in accord with rules and regulations of Highlands County for the recording of plats.

2. The final plat shall show:

a. The lines and names of all streets; alley lines; lot lines; building lines; lots numbered in numerical order; reservations, easements, and areas to be dedicated to public use with notes stating their purpose and any limitations.

b. Sufficient data to determine readily and reproduce on the ground the location, bearing and length of every street line, lot line, boundary line, block line, and building line whether curved or straight.

c. The names and locations of adjoining subdivisions and streets and the location and ownership of adjoining un subdivided property.

d. Date, title including name of subdivision, scale, and north point, showing true north; all bearings are to be referred to true meridian.

e. Endorsements, dedications and certificates required by the laws of Florida and regulations of Highlands County.

